

FEBRUARY 3, 1951

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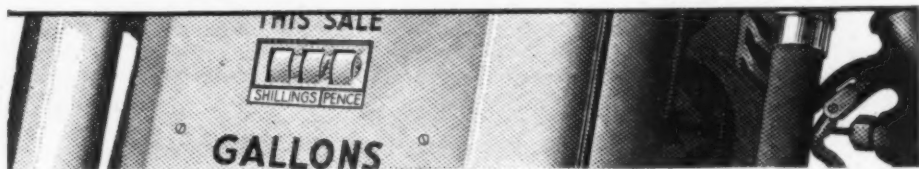
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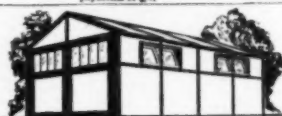


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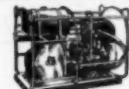
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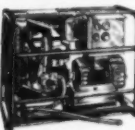
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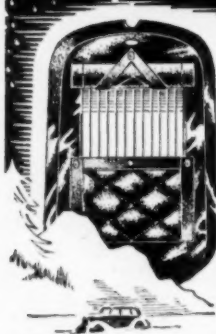


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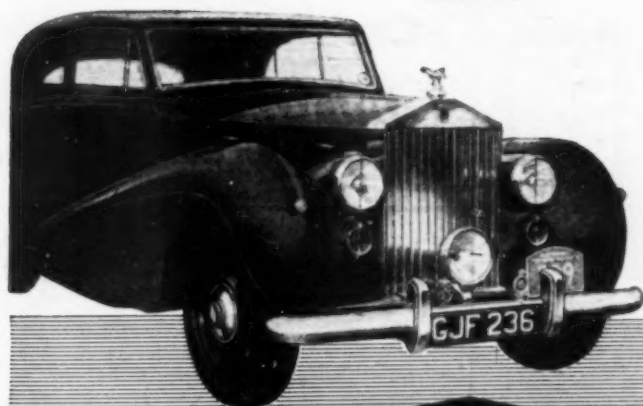


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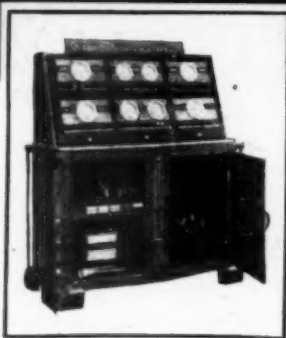
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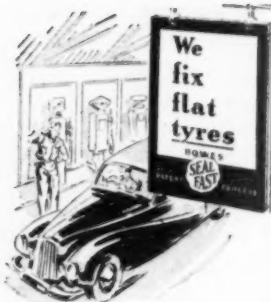
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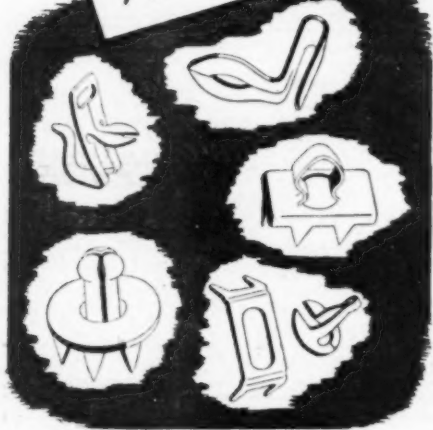
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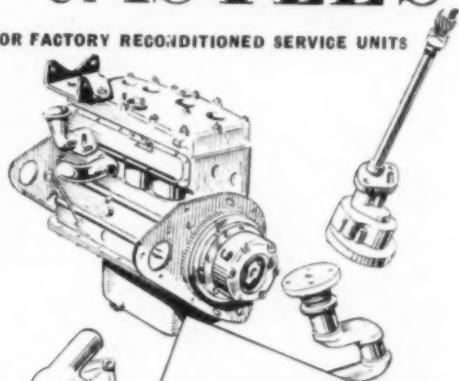
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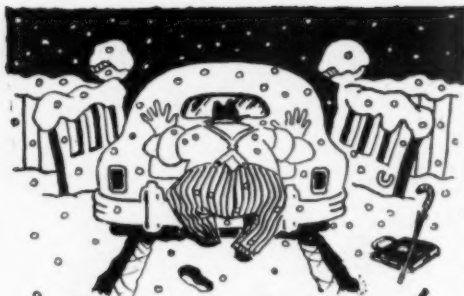
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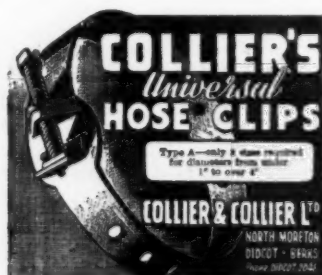
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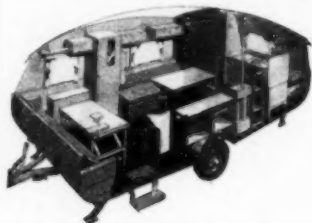
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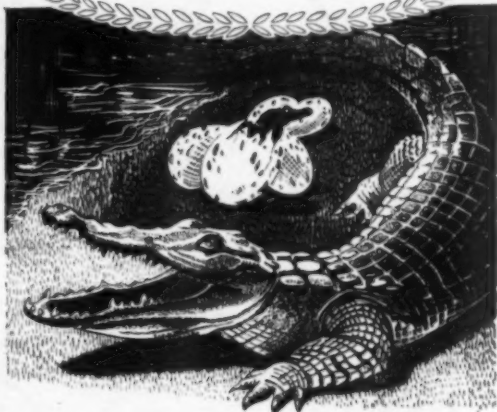
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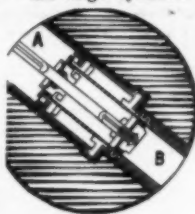
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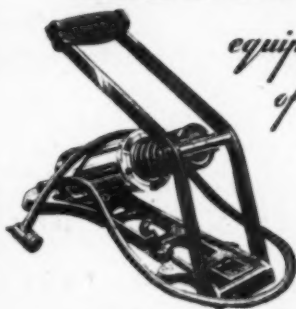
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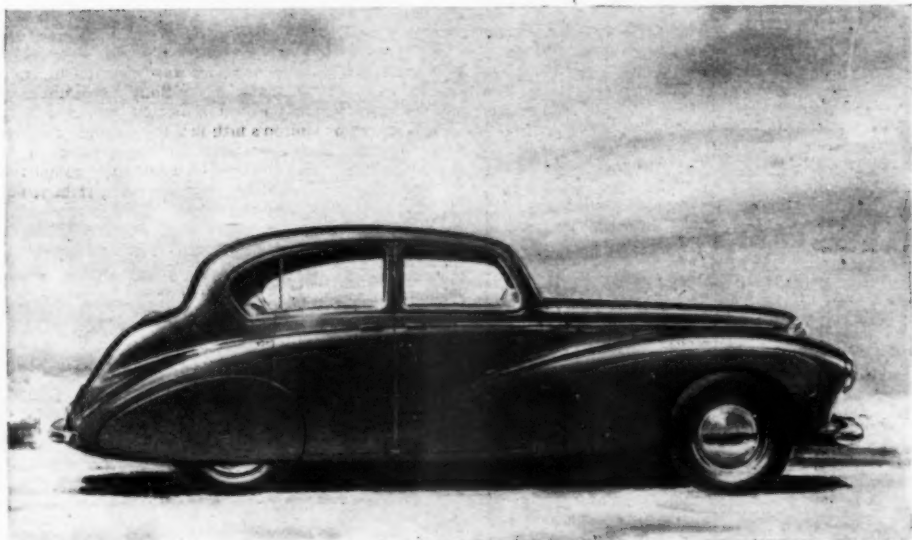
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The Autocar

FOUNDED 1895

No. 2879

FRIDAY, FEBRUARY 2, 1951

Vol. XCVI

A Fine Rally

UNGRUDGING admiration must go to Jean Trevoux for his fourth win in the Monte Carlo Rally, this year in a Delahaye, and to his companion R. Crovetto. Second to them were the Comte de Monte Real and M. J. Palma, driving a Ford, and third—again calling for extra congratulations—were C. Vard and A. Young, who were driving a Mark V Jaguar in their first Monte Carlo Rally. Vard hails from Eire, where he is well known in motor sport.

For a wholly British victory it is necessary to turn to the 1,500 c.c. class, in which the Jowett Jupiter of R. F. Ellison and W. H. Robinson was successful. This was a splendid effort which gains the Riviera Cup and crowns the consistent performance of the Jupiter team, for Gordon Wilkins and Raymond Baxter were second in this class, also driving a Jupiter. British cars also scored in the Concours de Confort.

An easy run through Europe had been assured by good weather conditions right down to the final stage from Digne; even the Clermont Ferrand section, over the Massif Central, proved reasonable. But farther south the mountains lived up to their reputations, and snow, ice and sleet inflicted delay penalties on tired crews.

The acceleration and braking test is skilfully devised. In thirty seconds soon after arrival it imposes a severe test and reveals how much has been taken out of drivers, acceleration and brakes by 2,000 miles of motoring. In these respects it deserves its crucial value in the final placings, because the further "seeding" accomplished by the regularity and speed test is done under conditions remote from the road section, and as the road run is the backbone of the Rally, it is important that it, and its attendant test, should retain its crucial influence on the results.

That it has done so this year is shown by Chiron's fifth placing. The Grand Prix racing driver gave a superbly precise exhibition round the Monaco G.P. circuit, as might be expected. But Trevoux, Monte Real, Vard and Gautruche had completed the previous test with greater success, and Chiron's performance was, rightly, not sufficient to displace them.

Sonic Barrier

DUST-PROOFING, water-proofing and efficient heating systems demand that a car should be well sealed from the outside air, and a measure of the success obtained in this direction is the difficulty of closing the doors of some cars unless a window is open. But there are few improvements that do not result in some incidental disadvantage, and one such drawback to efficient sealing is the difficulty of hearing the horns of other cars.

The simple way to overcome this drawback is to increase the power of horns, and certainly some of those on British cars are lacking in both volume and euphony. But the point would rapidly be reached where the volume required would be unpleasant to the public at large, and we are therefore inclined to urge a remedy that applied before the war—particularly on French *camions*—but that seems to have lost its popularity except on heavy lorries in Germany.

This is the microphone in the tail of the vehicle which transmits external sounds to the driver. The comparative inefficiency which is all that is needed from such an instrument means that it need not be expensive, and its mounting can be quite unobtrusive if it is embodied during manufacture. It is a matter of regret that British manufacturers are not quicker to practise such small ingenuities. French cars are usually full of them, and the fact makes an immediate impression on the driver.

The device would have a further beneficial effect. Complete sealing from extraneous noises often gives rise to a sensation of ear discomfort which is quite apart from the real discomfort caused by high air pressure, although it is akin to it. This is a psychological reaction to similar sensations. If contact is re-established with external noises the discomfort immediately disappears, and this is achieved by the microphone device.

ALL-ROUND SUCCESSFUL RALLY

GOOD SHOWING BY BRITISH REPRESENTATIVES IN FAMOUS FRENCH EVENT

ONE more splendid Monte Carlo Rally has come and gone, and this time, although an outright win still eludes the competitors from this country, at least they have every reason to pride themselves on a good showing. Of the first ten competitors in the final classification, five were driving British cars, while first, second and fourth places in the 1½-litre class were taken by Jowetts against strong opposition from the French Simcas, which in itself was no mean feat.

This year, it had been hoped that with the inclusion of the new mountain section over the *Massif Central*, the rally would be decided more than ever by



The winner, J. Trevoux, just over the line in the acceleration and braking test, in which he showed fine judgment.

the road section and less by the special tests: but the weather conditions, for ever unpredictable, decided otherwise, and almost half of the total number of starters completed the road section without loss of marks. Of these, only fifty were selected to take part in the regularity and speed test round the Monaco Grand Prix circuit, these being the fifty who had put up the best performances in the acceleration and braking test immediately on arrival in Monte Carlo. Naturally, both the tests placed some premium on good acceleration, which in turn tended to favour the larger-engined cars, so that the achievements of the Jowett Jupiter in finishing sixth and tenth in general classification, and of Louis Rosier in taking 15th place with the 750 c.c. rear-engined Renault, are thrown into sharper focus in comparison. Jean Trevoux, experienced French rally ace, and already thrice the victor in the Monte Carlo Rally, once more emerged triumphant, this time at the wheel of a Delahaye; second came a Portuguese, the Count of Monte Real, in a Ford Mercury, while the Irish driver, C. Vard, better known for his exploits in his own country with TC and TD M.G.s, did exceptionally well to finish third at the helm of his Mark V Jaguar saloon—first competitor home from Glasgow. The number of non-starters and non-finishers was a comparatively small proportion of the total entry, and the event generally was run off with the usual efficiency and *décor* associated with its great tradition.

DOWN as far as the mountains on the last leg, the run through Europe had been comparatively uneventful. The Monte Carlo section reached Luxembourg on the northward run in bright sunshine, to find the city bedecked with flags and the population out in the streets. However, it was the Grand Duchess's birthday and also National Feast week, so rally competitors only shared the enthusiasm.

Cars arrived well ahead of schedule, to the benefit of the restaurant trade, and drivers had few incidents to recall. The Canadian Dyna-Panhard drivers in car 105 had rectified a broken fuel pipe and ignition trouble, and Edge and Tyrer (Vanguard) had made a Swiss tour out of the route—unwittingly. Max Winter and G. van der Werff, the American drivers

of a Citroën, were taking life so seriously that they spent time saved holding a post mortem on a two-minute navigational error (Winter is an ex-U.S.A.A.F. navigator).

Convergence

Farther north at Amsterdam the Scandinavians and the Glaswegians joined the men from the "Medi." First in was H. P. Verkamman van Keulen (Mercedes) and the other well-known names began to follow. Here was Gatsonides (Sunbeam-Talbot), and there were Greta Molander from Stockholm (Saab 92) and Mme. Simon and Mme. Angelvin, both driving Simcas. Moore and Meisl checked the M.G. in, then came Scaron

and Pascal (Simca), Mairesse (Talbot) and Louis Chiron's blue Delahaye. The orange Renaults of the Dutch team got a special cheer, W. M. Couper's Bentley came and went in silence and luxury, and Levegh and Chaboud, in Talbots from Monte Carlo, were mingled with Murray's Bristol and Bartlett's red M.G. from Glasgow.

Some drivers had found the route between Lille and Liège difficult and their navigation had not been helped by fog patches. Wilkins (*The Autocar*) and Baxter (B.B.C.) had confessed to error here over the air, but a pact of silence left listeners in the dark as to who was driving the Jupiter at the time, and who was the man with the chronometer.

It was dark in Brussels when the Scandinavian cars arrived (2 a.m.). Von Eckermann reported a gale in the North Sea which had given them a bad time on the ferry and had resulted in a dent in his Austin's wing. A little more trouble was evident. Ferrari-Celerier and Tellier (Italy) were worrying over their Simca and Scheffer's Jupiter was losing oil, and had previously lost its fan. The Jupiter team from Glasgow came in as if the hounds of hell were after them (but it was only ice near Antwerp); however, Wilkins found that he had fifteen minutes in hand.

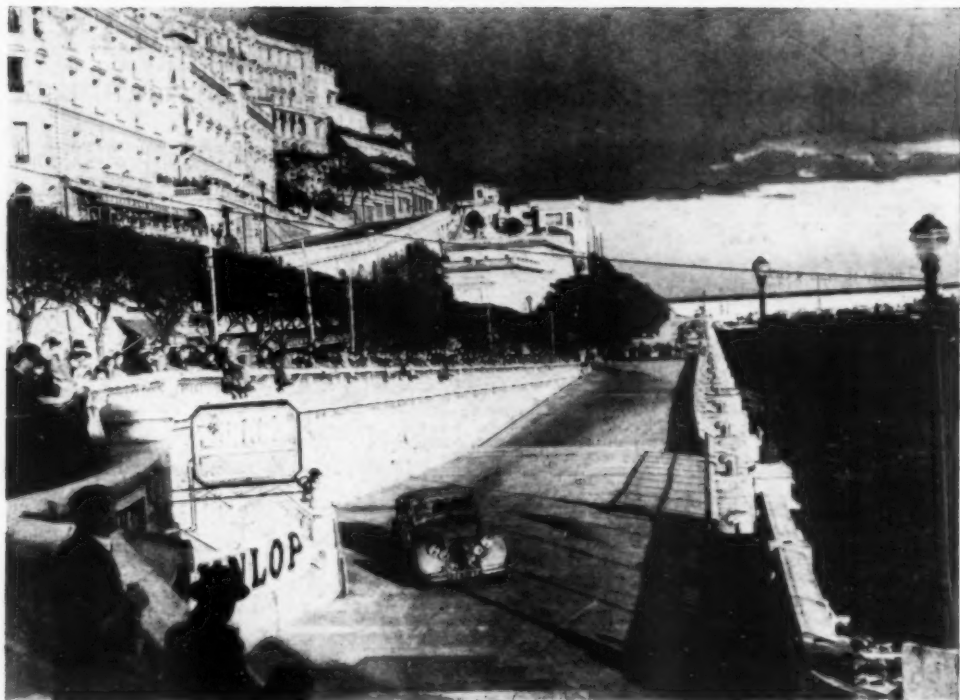
Falling Out

And so to Paris, where there was bright sunshine and a tinge of frost. The Glasgow contingent now lacked Cooper and Carte's Riley and Turnbull's Vauxhall, Miller having dropped out earlier in England. Other contingents had fared worse. Nine from Lisbon were too heavily slowed by snow in the mountains, and the Monte Carlo section was ten short. But the Lisbon stalwarts were on time. Trevoux (Delahaye), Becquart and Secret (Hotchkiss), Tommy Wisdom (Sunbeam-Talbot), Rosier (Renault) and Lahaye and Quatresous (Renault) had lost no points at Paris. But Austin No. 27 from Stockholm had crashed and the Finnish drivers Andersson and Liljgren were taken to hospital, where their condition was reported satisfactory. Gauthier and Dominici were not so lucky. Outside Bourges their Peugeot from Lisbon overturned and they were said to be seriously hurt.

The Paris control was the same as last year, near the Place de l'Etoile, where the Latin-American club had been loaned to the organizers. The police banned one avenue to ordinary traffic and motor cycle escorts took the competitors out of the city to the south. Loudspeakers kept the large crowd of spectators informed.

From all this the Palermo starters seemed remote. They did not join the rest until Bourges, where they turned south for the run down to the coast. Twelve had started, but by Rome the number was reduced to five. Pirri and Stefano (Lancia) who had been going well, were the last to drop out before Rome.

By the time Bourges had been reached, all the various routes had joined up and the full complement of competing cars was winding its way down towards Clermont Ferrand and the commencement of the mountainous country. Tension began to



Waterfront section of the tests in the lovely city of Monte Carlo. The car is C. Vard's Jaguar, which finished third.

mount with the knowledge of the difficulties which almost certainly lay ahead: but carelessness can also be responsible for trouble, and Prince Lanza di Trabia, driving the new 1900 c.c. Alfa Romeo in its first international rally, was virtually eliminated from the reckoning by an unfortunate mischance. Having over an hour in hand on the section finishing at Clermont Ferrand, his crew seized the opportunity to snatch a short sleep by the roadside—only to overdo it and arrive in the control ten minutes late. It was also rumoured that Louis Chiron, the idol of Monaco, had lost time on this part of the route owing to a fault in time-keeping, but this was later proved false; he brought his beautiful blue Delahaye, fitted with an engine once powered for, but never run in, the Le Mans 24-hour race, safely through to the finish and fifth place with a clean sheet.

More photographs will be found on pages 130-131

After Clermont Ferrand came the mountain section through Le Puy to Valence; for once, however, the elements reacted slowly, and although there was a certain amount of snow, and even more black and invisible ice, this was not in itself sufficient to cause drivers more than a momentary quickening of the pulse from time to time. Le Puy itself, of course, was merely a passage control where com-

petitors' times were not noted, and unquestionably the matter would have been made more difficult had a time control been situated here. Brinkman's Riley and Harper's Hillman Minx came into collision, though fortunately without very much damage to either car.

So to Valence, and the short breather afforded by the crossing of the Rhône Valley; thence the sharp left-hand turn to N.7 and the narrow road to Gap.

Came Thursday night and the ticker tape grew lyrical with a message from Monte Carlo: "Drivers of 309 cars from the six corners of Europe changed into low gear at the foot of the Alps in bright

moonlight." That meant that 53 had dropped out as the last, stiff section began. Gretland and Strom (Tatra) had gone, having come from Oslo, and the mountains kicked out at the remaining cars with snow, sleet and high winds. For those competitors who had started from Monte Carlo, this was their second sight of these peaks, as they had come up via Grasse and Digne to Grenoble on the opening day of the rally; but then the prevailing feature in the weather conditions had been rain, and the winding roads, while slippery, had been almost totally free from snow. Now things were different; for practically the whole rally,



R. F. Ellison's Jowett Jupiter, which carried off the 1,500 c.c. honours for Britain.



L. E. Rosier in the speed and regularity test with the Renault which won the 750 c.c. class. His son was co-driver.

THE RALLY: continued

this section had to be attacked in the dark, and snow was already coming down heavily with the promise of more to store. Moreover, after 1,700 miles of continuous motoring, drivers, and, in some cases, cars, were beginning to feel the strain, and the poor visibility caused by low clouds partially obscuring the mountain tops and drifting across the road added to their confusion.

Through Gap and over the Col des Lèques to Digne wound the long cavalcade, by now with some gaps in the ranks, but the chief havoc was wrought during the section which followed, across to Castellane and down to Grasse. Here, the snow lay quite thickly, in spite of the efforts of the snowploughs; and as usual these upset the calculations of some crews by obstructing the narrow mountain road at a crucial moment. Last year Trevox lost precious minutes in this way; this time it was the turn of one of the Vanguard team, the car driven by Ken Rawlings, to be caught out in the same manner.

What might be termed "natural hazards" added their quota of excitement; the weight of snow on the telegraph wires brought one of the poles down smartly across the bonnet and roof of Barendregt's Kaiser, which was by no means improved thereby, while many of the following competitors got involved with the telegraph wires, which encumbered the roads for some time. Still, the majority of the entry reached Grasse on time, sliding around the acute hairpin bend to a standstill in front of the control. One baby Renault passed two large American cars on the apex of this bend, in its efforts to lose no time; at the opposite extreme came one of the French Talbots, which came to a rapid halt around the hairpin, then disappeared at high speed in reverse up the main street, to wait for a few minutes before sedately reappearing to check in at the control.

And so to Monte Carlo, although not everyone's misfortunes were over yet. Among the most unlucky was A. C. Westwood, who suffered a fuel blockage in his Ford Pilot a bare quarter-mile from the final check, losing his clean sheet as a result, while the first man home from

the Liabon starting point (Tabur, driving a six-cylinder Citroën), stripped all the teeth from his first gear pinions during the acceleration and braking test, a misfortune that later befell another car of the same type. Best performance in the test was that of Trevox, intent on making no mistake about winning this year's rally. Second, most unexpectedly, came the old Lagonda driven by W. G. Franklin, which, however, had already lost marks on the road section and was, therefore, virtually out of the running. Two other excellent performances were put up by Vard's Jaguar, Monte Real's Ford, and Ken Wharton in his Ford Pilot, who made the neatest showing of all on the actual business of rocking backwards over the line.

As always, a wide divergence was visible in the success or otherwise which attended the efforts of different drivers, even with the same type of car. The old hands were generally neat and fast, but a surprising number of competitors obviously had very little idea of how quickly they could stop, quite apart from those whose brakes were no longer in the best of condition, and either slid yards over the line—and sometimes into the pylons—or else stopped almost yards short of the line. It was also noticeable that the modern steering column gear change, especially on those cars fitted with a four-speed gear box, does not lend itself readily to ultra-rapid changes from first to reverse and vice versa. Among those who made unexpectedly poor performances in this test were Chron, who experienced some difficulty in selecting reverse gear, and last year's winner, Marcel Becquart, in his Hotchkiss, who inadvertently engaged second gear instead of first, and lost acceleration as a result.

STOP PRESS

CONCOURS DE CONFORT RESULTS

Grand Prix: Bentley 4.257 (Couper: Eastwood), Class 1: 1, Daimler 2.522 (A. and S. A. and S.); 2, Jaguar 3.485 (Waring: Wadham).
Special Prizes for Rally Goodness: Three Humbers 3.457 (Carter: Plimpton-Duport, Carter: Whitehouse, Brad: Walton).
Class 2: 1, Hillman 1.265 (Anderson: Hastie); 2, Hummer 1.265 (Boswell).
Class 3: 1, Fiat 1.059 (Schmoecker: Burger); 2, Ford 1.059 (Melrose: Simonson); 3, Fiat 1.059 (Coppola: Scarsella).
Class 4: 1, Renault 747 (Kreisel: Perz); 2, Daimler 745 (Bendorowski: Bendorowski).
Radio Monte Carlo Cup: Three Humbers as above.
Breves Cup: Sunbeam-Talbot 2.267 (Glatton: van Luyk).
O.B. Extinguisher Cup: Jaguar 3.485 (Waring: Wadham).

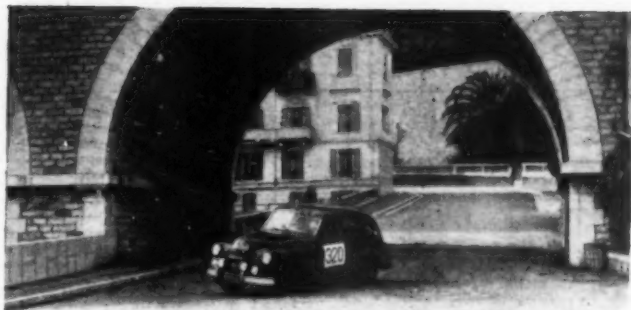
This completed the proceedings on Friday, January 26, and tired drivers and crews, having seen their cars impounded and locked into the *parc fermé* on the sea-front, sought their hotels and some much-needed sleep. The following day, Saturday, was devoted to the examination of cars for defects that might have developed en route, and the final scene in determination of the rally winners was, therefore, deferred until the Sunday, when the regularity and speed test took place, this year over the famous Monaco Grand Prix circuit through the streets of Monte Carlo itself. Only those fifty cars which had put up the best performance to date were eligible to compete, and these were sent off in batches of three, with 30 sec intervals between each car and that following. Every competitor covered two practice laps and four laps which counted towards the results; both speed and consistency counted for much, and a nice problem was therefore created as to whether it would be better to keep some speed in hand in case of misfortune, or go fast from the start and trust that the pace could be maintained. Most of the drivers favoured the latter course and, on the whole, the policy seemed justified, although in some



Thoroughly at home on a steep bend in the tests—Ken Wharton (Ford Pilot).

cases the hard-pressed cars revolted against this final burden; two Simcas disappeared with transmission trouble, Wulghie's Hotchkiss ran all its bearings and Redele's Renault blew a gasket. Last year's winner, Bequart, attempted to take the *chicane* on the seafont too fast. The car spun round and crashed into the barricade, the spare wheel leaping out of the locker into the harbour. G. R. Holt, who had been going well with his Ford Pilot, also spun round on one lap, his consistency suffering badly as a result, while antics of some cars' suspensions were wonders to behold. Trevoux was very fast but not very consistent: Gautruche, with a six-cylinder Citroen, was remarkably fast, as was W. H. Robinson, driving Ellison's Jowett Jupiter, but the master of all was unquestionably Louis Chiron, who put in four astonishing laps at almost 51 m.p.h., thereby regaining much of the ground he had lost in the previous test.

Most consistent of all, with no variation whatever between each of their four laps,



An international outfit—the British Vanguard handled by the Spanish driver, J. Ramos Castello Branco.



The Kaiser of K. S. Barendregt was seriously damaged by a telegraph pole, pulled down by the snow on the wires, falling across the bonnet. But the run was completed with a temporary Perspex windscreen.

were two British entries, P. R. Bolton, Bristol, and W. H. Waring's Jaguar, the latter performance all the more creditable as the car was virtually without practice.

So the rally came to an end, with the redoubtable Jean Trevoux winning for the fourth time in all. British cars did very well, both the Jaguar and the Jupiter figuring in the first ten places, the latter model also taking the first and second places in their class. The 1,100 c.c. class went to Simca, and the 750 c.c. class to Renault, who took the first five places and scored heavily over their Panhard rivals. Winners of the Coupe des Dames were Mmes. Hustinx and François-Sigrand, driving a Peugeot 203, who started from Lisbon.

PROVISIONAL RESULTS

Order	Car	c.c.	Drivers	Start- ing Pt.	Marks	Order	Car	c.c.	Drivers	Start- ing Pt.	Marks
General Classification											
1.	Delahaye	4,455	J. Trevoux : R. Crovetto	Lisbon	26.76	37.	Standard	2,089	C. Edge : G. Tyrer	M. Carlo	30.90
2.	Ford	3,923	Cmte. de Monte Real : M. J. Palma	Lisbon	27.12	38.	Bristol	1,971	D. H. Murray : M. P. Skarring	Glasgow	30.91
3.	Jaguar	3,485	C. Vard : A. Young	Glasgow	27.43	39.	Renault	747	M. Kreisell : P. Perk	M. Carlo	31.21
4.	Citroen	2,867	G. Gautruche : R. Giriez	M. Carlo	27.49	40.	Vauxhall	2,275	A. H. Edney : J. Stodart	Glasgow	31.40
5.	Delahaye	4,485	L. Chiron : N. Mahl	M. Carlo	27.74	41.	{ Volkswagen { Riley	{ 1,131 { 1,496	{ P. Muller : P. Denk { J. A. McLaughlin : I. B. McLaughlin	M. Carlo	31.62
6.	Jowett	1,486	R. F. Ellison : W. H. Robinson	Glasgow	27.76	43.	Hillman	1,265	P. C. Harper : R. H. Austin	Glasgow	32.39
7.	Ford	3,622	K. Wharton : J. Langelan	Lisbon	27.76	44.	Renault	747	C. Redele : P. Scott	M. Carlo	33.39
8.	B.M.W.	1,971	Nunes dos Santos : J. Bastos	Lisbon	28.13	45.	M.G.	1,250	A. Pownall : Mrs. Pownall	Glasgow	33.40
9.	Jaguar	3,485	W. H. Waring : W. H. Wadham	Glasgow	28.15	46.	Renault	747	L. Pons : —Estager	Lisbon	43.77
10.	Jowett	1,486	G. Wilkins : R. Baxter	Glasgow	28.23	47.	Hotchkiss	3,485	M. Wulghie : L. Limousin	Lisbon	45.90
11.	Delahaye	3,557	M. Heyman : P. Lalise	Lisbon	28.51	48.	Simca	1,221	M. Lesurque : M. Trintignant	Lisbon	46.05
12.	Talbot	4,482	P. Levegh : H. Marmonnier	M. Carlo	28.79	49.	Simca	1,089	M. Collance : R. Huguet	Lisbon	46.40
13.	Hotchkiss	3,485	M. Worms : E. Mouche	Lisbon	29.06	50.	Hotchkiss	3,485	M. Bequart : H. Secret	Lisbon	46.90
14.	Hotchkiss	3,485	J. D. Ramos Jorge : A. Calcade Bastosh	Lisbon	29.21	Class 2 : 1,100—1,500 c.c.					
15.	Renault	747	L. C. Rosier : L. J. Rosier	Lisbon	29.24	1.	Jowett	1,486	R. F. Ellison : W. H. Robinson	Glasgow	
16.	Simca	1,221	J. Scaron : R. Pascal	M. Carlo	29.28	2.	Jowett	1,486	G. Wilkins : R. Baxter	Glasgow	
17.	Bentley	4,251	C. Polis : R. Sevenster	Lisbon	29.31	3.	Simca	1,221	J. Scaron : R. Pascal	M. Carlo	
18.	Kaiser	3,700	K. S. Barendregt : J. M. Beekman	M. Carlo	29.34	Class 3 : 750—1,100 c.c.					
19.	Standard	2,089	J. A. Castello : C. Cardoso	Lisbon	29.37	1.	Simca	1,089	Y. Lesur : L. Pinchinatti	M. Carlo	
20.	Ford	3,920	J. B. Hillen : C. Shade	M. Carlo	29.40	2.	Simca	1,089	R. Lambellet : F. Degriampietro	M. Carlo	
21.	Simca	1,089	Y. Lesur : L. Pinchinatti	M. Carlo	29.41	3.	Ford	933	J. G. Reece : P. B. Reece	Glasgow	
22.	Talbot	3,996	W. Berger : R. Dumas	M. Carlo	29.42	Class 4 : Up to 750 c.c.					
23.	Bristol	1,971	P. R. Bolton : P. H. Morrell	Glasgow	29.45	1.	Renault	747	L. C. Rosier : L. J. Rosier	Lisbon	
24.	Ford	2,158	J. Kneegel : J. Brand	M. Carlo	29.59	2.	Renault	747	J. Locat : H. Sentfloben	Lisbon	
25.	Citroen	2,867	J. Maillet : P. Lauvergnat	Glasgow	29.64	3.	Renault	747	H. Kreisell : P. Perk	M. Carlo	
26.	Jowett	1,486	L. Odell : R. Marshall	Glasgow	29.72	Ladies Cup					
27.	Subbeam- Talbot	2,267	T. H. Wisdom : D. Humphrey	Lisbon	30.00	1.	Peugeot	1,290	F. Hustinx : G. François-Sigrand	Lisbon	
28.	Delahaye	3,557	R. P. Faure : M. Kasse	Lisbon	30.02	2.	Simca	1,221	Y. Simon : R. Gordine	M. Carlo	
29.	Ford	3,622	G. R. Holt : S. Hasbury	Glasgow	30.09	3.	Simca	1,089	M. J. Boucher : A. Mougnot	M. Carlo	
30.	Ford	3,622	P. W. White : J. S. Wakelin	Glasgow	30.11	TEAM PRIZES :					
31.	Jaguar	3,485	R. E. Tongue : P. E. Warr	Glasgow	30.13	Charles Faroux Trophy (nominated team of three) : Delahaye (Trevoux : Crovetto, Heyman : Lalise, Faure).					
32.	Alvis	2,993	D. Stanley-Turner	Glasgow	30.31	Equipe Trophy (any three, one make) : Delahaye (Trevoux : Crovetto, Chiron : Mahl, Heyman : Lalise).					
33.	Riley	2,443	E. N. Brinkman : M. Johnson	Glasgow	30.50	Action Automobile Cup (any three, one make, Class 2) : Jowett (Ellison : Robinson, Wilkins : Baxter, Odell : Marshall).					
34.	Simca	1,221	G. Laudy : C. Mezerette	Lisbon	30.71						
35.	Simca	1,221	J. Richard-Ducros : H. Jaumes	Lisbon	30.75						
36.	Renault	747	J. Locat : H. Sentfloben	Lisbon	30.79						

Disconnected Jottings

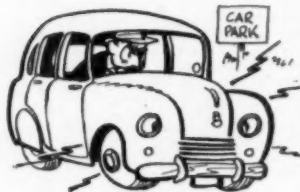
BY THE SCRIBE

Drawings by Barry Appleby

Gremlins

NO doubt whatsoever the car has an imp of malice about it. I left London the other night for an appointment in Surrey and, of course, I was late. It was wet and cold, and I harassed the car somewhat by insistence on sharp acceleration and deceleration, the odd abrupt turn of the steering wheel and even an occasional slide of the rear wheels on the greasy—but now disappearing—London tram-lines.

I reached the car park with ten minutes to spare, revved up the engine preparatory to switching off—and didn't. As the note died back there was a sharp metallic clatter in frequency with the revs. So there was



Clatter.

when I did it again, and as my watch told me that I must get cracking I was forced to switch off after the briefest look under the bonnet, without result.

If I did not spend the evening on tenterhooks I was at least anxious in case I was going to be let down at 10.30 p.m. However, I went back eventually, got started, could not detect anything amiss, and drove home with great ease of mind. And nothing untoward has happened since. What was it? My engine, I am sure, paying me back for ill-treating it earlier on, or possibly because I even began to doubt its ability to get me into Surrey on time.

Matters of Taste

I HAVE been talking about hotels to some of my colleagues lately returned from the Brussels Show, and it is quite refreshing to hear Continental hotels criticized for once. Without exception they found the high temperature maintained throughout the hotels and restaurants quite distressing and very fatiguing. We British, of course, are not central-heating minded, and my colleagues, on going to their rooms, lost no time in switching off the radiators and opening the windows. In restaurants they had to put up with the heat.

On the other hand Americans and

Continentalers are used to central heating and apparently like it and thrive on it. The thought arises, therefore, what visitors to Britain must think of our standard of heating, which at the present time is lower than usual owing to the fuel crisis. Judging by Belgian standards of not only heating but also street and shop window lighting, there can hardly be much of a fuel and power shortage in that country.

Of the comfort, apart from overheating, and of the food and service offered by the Brussels hotels no criticisms were offered, but prices are high. A three-course lunch, with a bottle of wine amongst three, left little, if any, change out of £1 per head by the time the service charge was added, and quite a modest dinner could run into twice as much very easily.

On another matter altogether my colleagues were also very critical. The amount of dazzle from the lights of vehicles pouring out of the capital in the early evening was much worse than is experienced near London in similar circumstances, or in approaching Paris. Belgian drivers do not seem to mind, and phenomenal unavailances seem to be not unusual.

♦ ♦ ♦

Post-war Only

UNFORTUNATELY . . . we have now been compelled very reluctantly to confine our service activities to post-war models only," wrote a "spokesman" of a manufacturer's technical service department in a letter to my Readers' Service colleague. True, the remark was followed by much useful information on the subject of an unusual query.

The firm are by no means alone. Many manufacturers "regret" that their records were destroyed during the war and they can therefore supply information relating only to their post-war models. In many ways I do not blame them. They did not sell cars in 1936 expecting them to be still in regular service in 1951. International complications have seen to that—but pity the poor owner forsaken even by his own manufacturer.



Service activities confined. . . .

So Vulcanize

LAST summer a 1939 Morris Eight, the property of a reader, completed a very extensive Continental holiday trip with four up and luggage. No mechanical breakdowns troubled the party, and the m.p.g. was 42. But punctures! Three in quick succession during a heat wave, and when the inner tubes were inspected the patches were found to



Under their own steam.

have failed to stand up to the temperature. Most of them were wandering about under their own steam.

This reader is quite determined that any puncture repairs in future will be vulcanized. Globe trotters amongst *The Autocar* staff do not seem to have been troubled in this way, although opinion dictates that ordinary patching should be carried out personally, or under personal supervision, to ensure good preparation and proper drying of the rubber solution before the tube is put back into service.

♦ ♦ ♦

Q Cops

AT first sight it is ironical to find that the Chief Constable of

Oxford was one of the first to object to the "Q car" idea when it was first broached in *The Times* correspondence on road accidents, now reprinted in book form. But, of course, county police are not the same thing as city police, and I am glad that there are some strong opponents of the scheme. *The Economist* roundly condemns it, and for what it is worth *The Scribe* would like to agree. But dangerous drivers are dangerous drivers, and before I finally make up my mind I should like to see the results. This warning might be sounded, however. An airy "Oh yes, they're fine," will not be good enough to justify the departure from British principles of freedom from Gestapos and suchlike. This journal will want figures (before and after) to show that the "Q cops" have resulted in a "statistically significant" drop in the accident rate in Oxfordshire.

MG PLUS★
FEATURES
IN ACTION

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she's quite
roomy for
a little 'un*



She's a sturdy sports car, this Midget...and now the body is wider and the seating is roomier and more comfortable. Notice those new luxury fittings, too, the radio cunningly built into the glove box (that's an optional extra), the re-designed fascia panel mounted in good looking leathercloth, the increased luggage space. And the bodywork is a delight...no wonder the T.D. Midget is a Hollywood favourite.

★ A wider, stouter frame is a "plus feature" of the TD series M.G. Midget. Other important "plus features" include:

Coil spring independent front wheel suspension.
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Safety fast!

Motorists!

Are YOU still
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Have you given your car a filling of anti-freeze?

You *may* get right through the rest of the winter without frost damage, but it's a foolish gamble, isn't it, for sharp frosts often occur as late as April. A cracked cylinder block is a costly repair job—anything up to £30—which can lay your car up for quite a time.

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NEWS and VIEWS

Austins in Belgium

BY selling 1,800 cars in Belgium in 1950 the Austin company has become the main British supplier of cars to Belgium. Austin, however, took only fifth place in the list of motor suppliers as a whole. The Volkswagen was first, Renault second, Citroën third, and Opel fourth.

Jeep, Jeep

DEFENCE requirements in America have led to the biggest-ever government order for Jeeps. The vehicle is now fully efficient in any climate, and is submersible. An order for £24,000,000 worth of them has been placed with Willys-Overland.

Now in Norway

CONTINUING tests of car heating equipment under extreme winter conditions abroad is the team of Smiths Motor Accessories, Ltd., which is now in Norway. It will be remembered that early in 1949 and 1950 tests were carried out in Norway and Canada respectively.

Austin Investigations

MARKETS varying from Rio de Janeiro to Montevideo, Buenos Aires, Trinidad, Jamaica, Mexico City and New York are being investigated by Colonel A. C. R. Waite, M.C., deputy chairman of the Austin Motor Export Corporation, Ltd. The company considers that the visit to Mexico will be the most important, because on-the-spot assembly of Austin cars is on the point of starting there.

Few Triumph Roadsters

BECAUSE of the difficult supply position, the production plans of the Triumph company have been altered so that only a limited number of Roadsters will be built in the immediate future. Sir John Black said that in spite of the thousands of orders received it would be folly to continue with their original plans for this car when they could not obtain sufficient materials to support the Vanguard and Ferguson tractor programmes, and that further reductions seemed likely.

Brussels Show Space

IN answer to comments made by the British Press about the allocation of stand space at the Brussels Show, the organizers have now made a statement. They say that priority was given to exhibitors according to the seniority of the makes as exhibitors at previous Brussels Shows, rather than the seniority of a distributor or agent as a member of the Belgian trade organization. They point out that the relatively poor position of British manufacturers had arisen because little interest in the Belgian market had been shown before the war. All manufacturers had been given the full amount of space which had been requested and a second hall had been used to avoid overcrowding in the entrance hall.

The organizers further point out that the second hall was immediately adjoining the first, with communication by three broad passages. Cars were not, therefore, tucked away in secondary positions. Its decoration and lighting were claimed to be superior to those at most of the other European shows.

Petrol Economy

PETROL consumption characteristics of American production cars will be tested again this year in the Mobilgas economy run on March 6 and 7. The course is 840 miles long, from Los Angeles to the south rim of the Grand Canyon. Results are calculated on a ton-mileage basis, with the weight of the passengers included.

Last year a Mercury won, with 61.27 ton-miles per gallon and 26.5 m.p.g. A time limit compels drivers to maintain an average speed of about 41 m.p.h.

Bridges in Cheshire

CHESHIRE County Council has cancelled 26 agreements with the Railway Executive covering the maintenance of road surfaces on railway bridges and their approaches; 17 more will be cancelled later this year. This action follows a recommendation of the County Councils' Association to terminate contracts and to suspend further negotiations because no satisfactory agreement can be reached in the method of arriving at the cost of maintenance.

Buying a Car?

PERHAPS ordering would be more appropriate than buying in these isles, or you may just like to compare car data and prices. Comprehensive information is again available in the 1951 edition of *The Autocar Buyers' Guide* booklet, price 6d, or 7d post free from the publishers, Iliffe and Sons, Ltd., Dorset House, Stamford Street, London, S.E.1.

Q Cars

AS might be expected, Members of Parliament are showing anxiety over the use of "plain clothes cars" in the county of Oxford. The Home Secretary was questioned on this matter last week and in reply stated that the measures taken by the police to prevent and detect breaches of the law were primarily the responsibility of the chief officer of police, and his approval was not required. Mr. Ede said that he was aware of the experiment and that in view of the appalling toll of road casualties, he was in sympathy with

any experiment which had as its object the prevention of dangerous driving.

Some misunderstanding was evident amongst members as to the procedure for stopping a motorist, many being concerned that he should have to stop for persons in plain clothes. The Home Secretary made it clear, however, that the act of stopping a motorist would be done by a properly uniformed constable.

The chief constables of Berkshire and Buckinghamshire, who are watching the experiment with a view to its possible adoption in their counties, have not changed their plans. They are still awaiting results of the Oxfordshire experiment.

Trans-Africa

NEWS continues to be scanty from central Africa as to the progress of rally competitors in the north to south event. First competitors have, however, reached the Belgian Congo, four members of a French team having arrived at Stanleyville. Other competitors are still north of Kano in northern Nigeria.

Crews are expected to arrive at Cape Town about February 22.

That, Too

ONE of the material shortages that is affecting the motor industry is a surprising one—sulphur. It is used in tyres, rubber and in finishes.

Nuffield Gift

LORD NUFFIELD has given £10,000 to the Nuffield Orthopaedic Centre in Oxford, for a scholarship commemorating the late professor G. R. Girdlestone. This is typical of the generosity for which this industrialist is famous.

V.C.C. Annual

PIONEER motorists of the Veteran Car Club will be getting together for their annual general meeting at the South Kensington Hotel, Queen's Gate Terrace, London, S.W.7, on February 10. A buffet lunch to precede the meeting has been arranged for 12.30 p.m. Presentation of awards will follow and tea will be provided before the film show which will begin at 5 p.m.

BOOKS RECEIVED

Horseless Carriage. By L. T. C. Rolt. Constable and Co., Ltd., 10, Orange Street, London, W.C.2. 20s.

An addition to the now large motoring library which has the merit of good writing and a viewpoint of decided strength, giving much with which to agree and also to challenge. It sets out to trace the history and development of the car in England from the earliest attempts to provide powered transport by road, first with steam and then by internal combustion and electricity. The rich Edwardian period of motoring is treated generously, as it deserves, and an interesting chapter deals with the makes, now many of them forgotten, of the boom years of the 'twenties. The influence of quantity production on design in the years that followed is deplored.

The history of racing and sports cars is sketched interestingly and the author acknowledges the aid of friends who are

well known in specialized motoring circles as being knowledgeable in those directions in particular, as well as a number of his illustrations from *The Autocar*. The observant connoisseur, to whom this book has a distinct appeal, even if he may not concur with all its conclusions, cannot fail to notice a number of surprising misspellings or misprints, but it is a book which he will enjoy reading and wish to keep.

The Paris We Love. Edited by Doré Ogrizek. McGraw-Hill Publishing Co., Ltd., Aldwych House, London, W.C.2. 30s.

Not directly a "motoring" book, but a great store of interest and information, both historically and topically, for those who wish to know their Paris better. It is beautifully produced on fine paper in "The World in Colour" series, which already includes "France," "Switzerland" and "Italy," among others, and it runs to more than 500 pages.

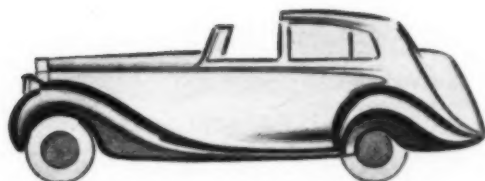
THE "Autowatch" NEW CAR PRICE GUIDE

Make and Model	No. of Cyls. and Capacity	Weight (Dry)	Suspension	R.	Overall Length	Overall Width	Over-All Height	List Price	Total with Purchase Tax	Latest Road Test
JAGUAR 3½ Mark V... D.P. coupé ... D.P. saloon ... XK 120 Sports ...	6-3.485 6-3.485 6-3.485 6-3.442	2,680 2,680 2,680 2,744	Tor. Tor. Tor. Tor.	15 15 15 14	151 151 151 146	59 59 59 52	59 59 59 52	988,263 3 11 988,263 3 11 988,263 3 11 988,263 3 11	— — — —	87/49 — — 14/1.50
JENSEN Interceptor 4-door...	6-3.993	2,800	L.C.	15	153	5	5	1,050,183 10 6	—	—
JOWETT avellin Javelin Juppit	4-1.484	2,250	Tor.	14	145	5	5	595,761 0 7	—	30/1.48
LAGONDA 2½-litre Coupé	6-2.580	3,223	L.C.	15	155	5	5	1,895,232 9 9	—	11/1.49
LANCHESTER Ten-Fourteen	4-1.968	4,000	Tor.	13	132	4	4	728,947 2 3	—	11/3.49
LEA FRANCIS 14 Eighteen 2½-litre Sports	4-1.767 4-1.767 4-2.496	2,628 2,628 3,024	Tor. Tor. Tor.	15 15 15	151 151 151	5 5 5	5 5 5	1,080,180 15 0 1,080,180 15 0 1,330,700 3 11	— — —	— — 97/48
MARAUDEUR Sports	6-2.103	4,800	L.C.	13	130	5	5	1,950,335 15 0	—	—
M.G. TD two-seater 1½-litre	4-1.250	2,444	L.C.	13	131	4	4	525,971 8 8	—	20/1.50 19/5.49
MORGAN two-seater D.H. coupé	4-2.088 4-2.088	1,680 1,792	L.C. L.C.	11 11	110 110	4 4	4 4	510,651 9 4 525,723 13 0	— —	— —
MORRIS Minor Tourer Morris Minor Saloon Morris Oxford Six	4-919 4-919 4-2.214	1,736 1,736 2,296	Tor. Tor. Tor.	12 12 13	124 124 131	5 5 5	5 5 5	299,382 16 1 299,382 16 1 427,547 7 8	— — —	26/11.48 30/5.50 23/5.50
PARAMOUNT PL 1 Coupé Roadster	4-1.172 4-748	1,736 1,232	L.T. L.C.	13 13	130 130	5 5	5 5	575,735 9 5 498,437 1 8	— —	— 10/2.50
RENAULT 7.5 h.p.	4-748	1,232	L.C.	11	110	4	4	370,473 10 7	—	10/10.47 20/2.49
RILEY 1½-litre 3-litre D.H. coupé	4-1.496 4-2.443	2,316 3,220	Tor. Tor.	15 15	151 151	5 5	5 5	714,913 3 10 970,340 3 10	— —	— —
ROLLS-ROYCE Silver Park Ward Saloon (Park Ward) Sedan (Park Ward) Limousine (Flopper) Silver Dawn	6-4.257 6-4.257 6-4.257 6-4.257	4,257 4,257 4,257 4,257	L.C. L.C. L.C. L.C.	18 18 18 18	180 180 180 180	6 6 6 6	6 6 6 6	2,195,494 1 8 2,195,494 1 8 2,195,494 1 8 2,195,494 1 8	— — — —	91/2.49 — — —
ROYER 75	6-2.103	3,083	L.C.	14	140	5	5	885,106 0 7	—	14/7.50
SINGER Nine Roadster 5 H.1500	4-1.074 4-1.506	1,736 2,520	L.C. L.C.	12 14	126 140	4 4	4 4	741,741 2 1 1,054,741 2 1	— —	14/10.49 10/10.49
STANDARD Vanguard Estate car	4-2.088	3,468	L.C.	13	130	5	5	615,735 9 5	—	11/12.50
SUNBEAM 90 Convertible	4-2.267	4,700	L.C.	13	131	5	5	775,981 0 4	—	37/48
TRIUMPH Mayflower Roadster	4-1.967 4-2.088	1,680 2,562	L.C. L.C.	14 14	140 140	5 5	5 5	375,981 0 4 435,981 0 4	— —	53/31 24/2.50
Vauxhall Wyvern 1½-litre	4-1.452 4-2.272	2,278 3,711	Tor. Tor.	13 13	130 130	5 5	5 5	385,985 9 5 435,985 9 5	— —	14/1.49 23/5.49
WOLSELEY Four Fifty Six Eighty	4-1.476 6-2.215	4,500 4,772	Tor. Tor.	14 14	140 140	5 5	5 5	550,703 10 7 1,400,767 8 4	— —	27/5.49 28/7.50

Motor Cars, 1935. See also "Motor Cars" section.

(Cm—E=Elliptic, I=Independent, C=Coil, Tor=Torsion Bar, Tr=Transverse

Convex or Concave?



H. J. Mulliner : Rolls-Royce sedan de ville.

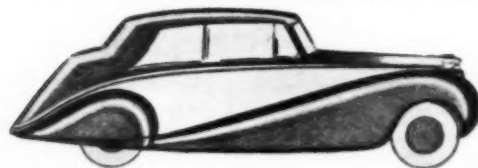
WING LINE IS A DOMINANT STYLING FEATURE IN COACHWORK

WINGS are just as important a feature of car appearance as are ears to the human face. This is shown very clearly in the accompanying illustrations prepared at the 1950 London Show from some of the cars shown by the specialist coachbuilders. From them it can be seen that there are at present two distinct schools of thought regarding wing design amongst body stylists, for some adopt a line which is slightly convex, while others prefer a concave curvature. Both treatments in the right setting can give very pleasing results.



James Young : grey Bentley saloon.

On the whole the tendency to use convex lines seems to be growing. Naturally, all wings, from the very fact that they surround the wheels, must have convex curvature immediately over the wheels, but in the James Young Bentley saloon the front wings remain convex throughout their length and run right back along the body sides to join the rear wings, in which the convex curvature is rather more pronounced. In the Hooper Bentley saloon the convex line on the front wing actually appears to straighten out as it passes along the body side and to become slightly concave just before the junction with the rear wing. A matching



Hooper : cream and crimson Bentley.

concave curvature is also seen towards the end of the rear wing, and it is emphasized by the flowing curvature of the waist line, the horizontal of which begins to fall at about the screen pillar.

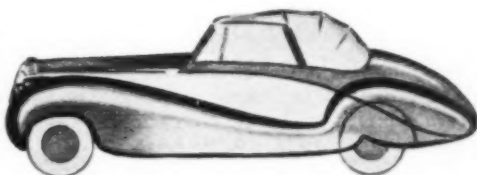
Somewhat similar treatment is seen on the Barker Daimler special sports coupé, although the concave curvature of the front wing before it meets the rear wing is rather more pronounced. Here, however, the rear wing does not show a corresponding curvature, but is convex throughout its length, although the falling waist moulding does finish with a concave line as it meets the wing tip after passing across the side valances.

In the H. J. Mulliner Rolls-Royce sedan de ville one

sees the concave curvature emphasized by the downward sweep of the front wing to meet the running board and it is reproduced again in the tip of the rear wing. Of the graceful results attained by both methods of wing treatment there can be no doubt, but the illustrations also emphasize the importance of the bottom edge of the wings when a car is seen in side view. The sweeping continuous line of the Hooper design undoubtedly pleases the eye and it is obtained by giving the rear wings full side valances. By contrast the Mulliner and Young designs cut away the side valances to give access to the rear wheels, while the Barker line shows only a slight break in the lower line of the valance.

In the standard models of the car manufacturers the same use can be seen of convex and concave lines. On the Austin A.70 Hereford, the Mark VII Jaguar, and the Jowett Jupiter, for example, the lines of the wings are convex practically throughout, but there is a slightly concave return sweep at the point where the front wing blends into the line of the rear wing.

On the 2-litre Lanchester the convex line of the front wing fades into the front door panel, but on the Rover the convex line is continued along the door sides, rather high up, until it meets the rear wing, this time without any return sweep. The knife-edged Triumph Mayflower wing line is



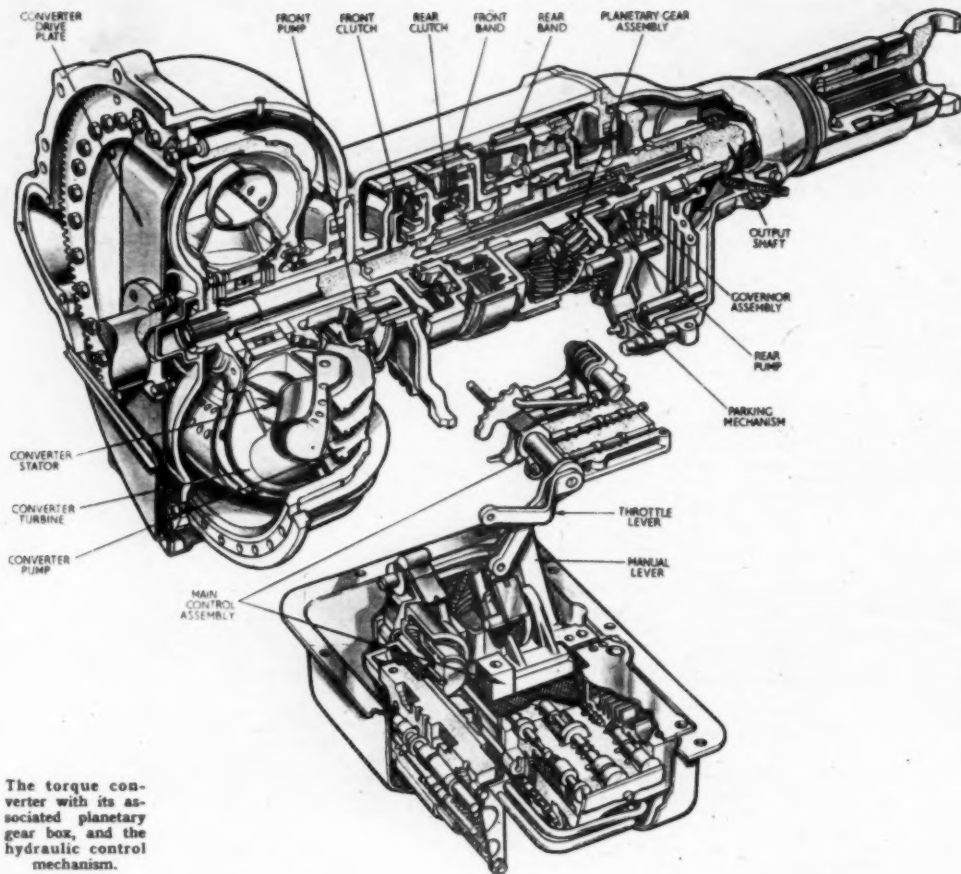
Barker : black and cream Daimler sports coupé

one unbroken convex curve from front to rear, similar to the section of an aerofoil.

It is obviously possible to impart a considerable amount of character to a car's appearance by the judicious design of its wings. Long, sweeping wings somehow seem to convey an impression of speed potentiality. On the other hand, when front and rear wings are kept distinctly separate, as on the Morris Minor and Vauxhall, they have a businesslike appearance which suggests that the body is very roomy and is meant to carry a full complement of passengers in comfort.

There is also, of course, in special bodies, the trend to eliminate the rear wing as a separate entity, the body sides coming right out over the wheels and taking the place of the wings. This demands skilful treatment of the front wings in order that they shall not emphasize the absence of the rear wings unduly, and tend to give the impression that they have been accidentally omitted. In other words, the front wings in such cases must merge naturally and unostentatiously with the body sides at a point forward of the rear wheels.

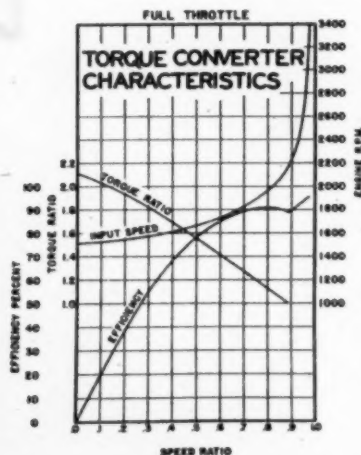
A. G. D. C.



The torque converter with its associated planetary gear box, and the hydraulic control mechanism.

New Ford Automatic Transmission

TORQUE CONVERTER IN COMBINATION WITH A THREE-SPEED GEAR BOX



AUTOMATIC transmissions which eliminate the clutch pedal continue to forge ahead in America, where large-capacity engines and cheap fuel are the rule. What might be termed "second phase" transmissions are now making their appearance as weaknesses of the early types are eliminated, and after some four and a half years of development work, the Ford Motor Company of Detroit announces a new automatic transmission (mentioned briefly in the December 22 issue) available for Ford and Mercury cars as optional equipment.

In designing the unit it was desired to incorporate the following characteristics: Sufficient variation of ratio to cover all operating conditions, consistent with performance comparable with that obtained with a manually controlled gear box; and a smooth take-up when driving away from rest, coupled with the ability to multiply tractive effort up to a reasonable

vehicle speed, but with minimum slip as a fluid coupling.

In more simple terms, the transmission must take the place of the clutch when starting from rest, and act as an infinitely variable speed gear of limited ratio (this ratio being known as the "converter ratio" and varying on the Ford design between 2.1 to 1, and 1 to 1 when it is functioning as a fluid coupling). When operating as a fluid coupling, it should transmit power in the same way as a normal clutch when fully engaged.

As can be seen from the illustration, the power train is through the torque converter at all times, as distinct from the Packard or Studebaker, for example, which use a plate clutch for direct drive to prevent converter slip. This is made possible by limiting the converter ratio to 2.1 to 1—so retaining high efficiency when it is acting as a coupling—and providing a three-speed gear box. Alternatives are

	Transmission gear box ratio	Maximum converter ratio	Transmission overall gear ratio	Overall gear ratio with 3.31 to 1 axle ratio
Low	2.44	2.1	5.13 (max)	16.98 - 8.08
Intermediate	1.48	2.1	3.11 (max)	10.29 - 4.90
High	1.00	1.57 (at 20 m.p.h.)	1.57 (at 20 m.p.h.)	5.20 - 3.31
Reverse	2.00	2.1	4.2 (max)	13.90 - 5.62

(a) a higher ratio converter, working in conjunction with a two-speed gear box, and using a positive lock for top gear to overcome the reduced converter efficiency; or (b) a four-speed gear box, to provide the required gear ratios, and a simple fluid coupling, with no converter ratio effect, to replace the manually operated clutch. The higher the converter ratio, the more difficult it is to make the unit operate as an efficient fluid coupling.

The Ford-Mercury transmission unit consists of three basic components; a torque converter, a gear box with three forward speeds and reverse, and hydraulic control mechanism.

The torque converter, which is known as the three-element type, consists of a pump, stator and turbine. The pump, or driving member, occupying the rear portion of the converter, is attached to the housing and driven via a thin disc, with the object of eliminating vibration. The turbine, or driven member, is situated at the front of the converter, and splined to the input side of the gear box. Between the pump and the turbine unit is the stator, or reaction member. A sprag type of over-running clutch (rather like a bicycle free wheel in effect) is fitted inside the stator; this permits it to rotate in one direction only. Thus the stator is locked when the unit is acting as a torque converter, but free to rotate when it is acting as a coupling. Air cooling of the converter oil is assisted by fins on the outside of the pump housing, which increase the surface area and cause circulation through the surrounding ducting by centrifugal action.

The Planetary Gear Box

In the table of overall gear ratios two figures are given; for low gear, 16.98 to 1 and 8.08 to 1. This means that, owing to the torque converter, the car will start with an effective ratio of 16.98 to 1, and, as it accelerates, the gear ratio will be reduced to 8.08 to 1 when the converter is acting as a fluid coupling.

The planetary gear box contains nine gear wheels, one with internal teeth. As the gears are in mesh all the time it is possible to change gear at full torque, change of ratio being effected by two clutches and two contracting bands, all operated hydraulically. To transmit power, either two clutches, or one clutch and one band, have to be applied.

Oil to charge the converter, pressure lubricate the moving parts, and operate the bands, clutches and control mechanism is supplied by two oil pumps—one direct driven by the engine and situated in front of the gear box, the other driven by the output shaft. A governor mechanism is situated behind the rear oil pump, and the control valves are mounted below the gear unit. Control of the valves is by two levers, one being coupled to the throttle mechanism, the other to the selector lever on the steering column.

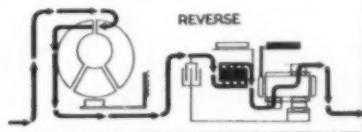
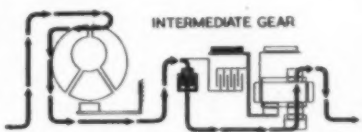
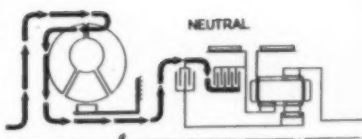
The selector lever, mounted below the steering wheel, has five positions. In position P—for park—a latch engages in the teeth cut on the outside of the internal gear, completely locking the output side of

the transmission, and with both clutches and bands free. This device is intended only to hold the car when it is stationary, not to help stop it. Moving the lever to R—for reverse—causes the application of the rear band and the rear clutch. In the N for neutral position, both clutches and bands are once again released, so that no power can be transmitted.

In the DR (drive) position—the one used when driving under normal conditions—initially the front clutch and front band are applied. As the car speed increases (by pressure of the throttle pedal), the transmission will automatically change to the high gear, when both clutches are applied and both bands released; this change will take place at any point between approximately 20 and 60 m.p.h., depending upon the throttle position.

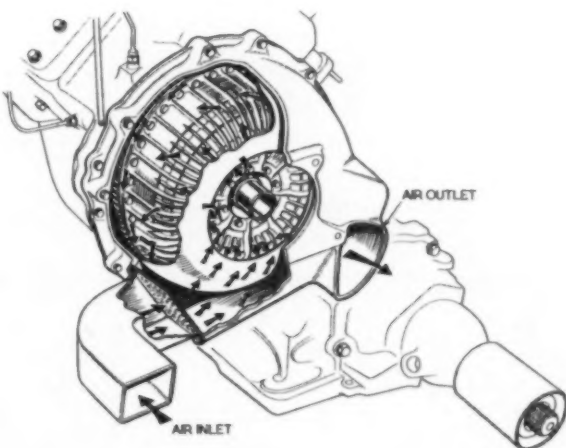
The last position for the selector is marked L—for low—and can be engaged only manually, and at speeds below 40 m.p.h. Above 40 m.p.h. movement of the selector to L changes the transmission down to intermediate, in which gear it will remain regardless of throttle opening until car speed drops below 40 m.p.h. Once in low gear it remains there regardless of car speed until the selector is moved to the "drive" position.

The new transmission unit has advanced in the direction of fully automatic control by eliminating the clutch pedal. However, quite good driver control is provided by retaining the selector lever, with two forward positions. The driver can use the completely automatic system for normal conditions or he can, in effect, change down before a corner. He can also obtain increased engine braking, in both cases, simply by moving the selector to the L position.



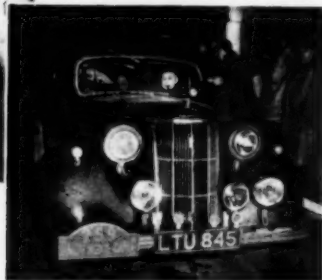
These diagrams show the path of the drive in each gear and in neutral.

Air cooling system for the torque converter.



TOUGH GOING. Head lamps glitter on the icy surface as the competitors thread their way through the mountains south of Digne.

IN TRANSIT. Trials driver R. E. Holt leaving the Amsterdam control. His good performance in the Ford Pilot was marred by a mishap in the regularity test.



International *Get-together* RALLY COMPETITORS



GOING HOME. Monégasque Louis Chiron, the Grand Prix driver, on the long route home. His Delahaye is crossing Luxemburg's Adolphe Bridge. Chiron was fifth and gave a classic display in the regularity test.

MESDAMES. An official gives directions to Mmes. Simon and Gordine (Simca) in Luxemburg. They were second in the Ladies' Cup to Mme. Hustinx.

ALL IN WHITE. Mrs. Greta Molander waves goodbye to her compatriots as her white Saab 92 leaves the Stockholm starting control.





STOP! R. Nelson-Harris (Javelin) crosses the braking line in the arrival test at Monte Carlo.

CONVERGE FROM ALL OVER EUROPE : REPORT AND RESULTS ON PAGES 120-123



AFTER THE PLOUGHS. Snowploughs cleared the mountain roads outside Monte Carlo before dawn, and Martin and Gay (Simca) were one of the later arrivals who benefited.



FIRST TIME, FIRST CLASS. A fine effort was that of Vard and Young in their Jaguar. In their first Monte Carlo Rally they were placed third. Here they are shown leaving Llandrindod Wells.

ARRIVAL. Wilkins and Baxter, who came second in their class, arrive at Monte Carlo. Their Jupiter was one of the successful Jowett team.



LAKELAND REVERIE

FLASHBACK
TO SUMMER



D.D. leaves the Windermere ferry.



Placid Esthwaite Water under cloud.

MOST readers will be familiar with the way in which a chance-heard phrase can recall past scenes so vividly that the present surroundings vanish into limbo; in these days, often a welcome change!

Recently, when lying in bed, half-listening to the news bulletin and rather drearily watching the snow sweep past the windows, the phrase, "several of the roads in the Lake District are impassable," worked this minor miracle for me. As if by magic, the heaped grey slush dissolved into a rounded, brown, green and yellow patchwork, set against a deep blue sky, spattered with theatrical, woolly clouds—which is rather a "purple" way of describing the vista over Birker Fell, as it appeared to me one glorious May afternoon last year.

To a mere Southerner, the very names in the Lake District have a wild, ringing appeal. Wastwater, Blea Water, Catstye Cam, Middle Dod, Coldbarrow Fell, Scafell Pike, Ullscarf, Black Sail Pass, and scores of the roads in the Lake District are impassable. Also, to use a deplorable modern phrase, mountains are my personal "thing"; possibly because, nominally, I own the half share of a sports car which my husband annually maltreats in an infamous event known as the "Alpine," whither, alas, owing to a medical veto, I cannot accompany him in the flesh.

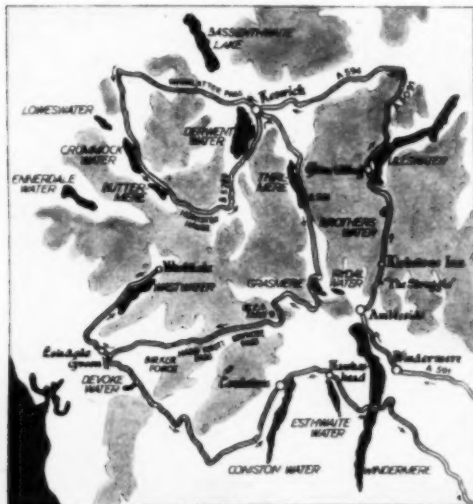
Before the Great Freedom (or abolition of petrol ration-

ing) my husband could never be prevailed upon to take me north, as every drop of the precious fluid was, allegedly, sacrificed upon the altar of the great god, competition motoring, and—as is, allegedly, well known—common, slow touring is *most harmful* to competition engines. However, on the acquisition of a second-hand Ford Prefect, whose unobtrusive willingness to go anywhere, without fuss, and at short notice, soon endeared itself to me, these rather lame excuses no longer held even a semblance of water.

Hence your feminine readers at least will not be surprised to learn that a May morning saw the Prefect, hereinafter to be referred to as D.D., or Dagenham's Delight, complete with a triumphant wife and a rather sulky husband, in full flight up the Great North Road for Lakeland. D.D. was kept going at a steady speedometer 50 m.p.h. but, even at this modest gait, we were passed only once, by a travel-stained red projectile, laconically identified as an A.90. It has always been a source of wonder to me how a sustained 50 m.p.h., in the hands of an experienced driver, usually takes one past most traffic, although the main criterion of the average family motorist is the potential maximum, which, fortunately perhaps, is never used.

We put in for the night at Ripon, and, after dinner, wandered off to the Market Square to see the Wakeman. Regular readers will be familiar with the Wakeman's quaint uniform and legendary ox-horn, from his proud appearance on the Standard advertisements, but no one passing near Ripon should miss the opportunity of seeing him in the flesh. By centuries-old custom, the Wakeman winds his horn at each of the four corners of the Market Cross, and the deep, sustained note is a tribute to the lung power of the by no means youthful blower; it would, however, be inadvisable to rely upon the Wakeman's supposed lack of breath to utter audible witticisms at his expense. His naturally keen native Yorkshire wit has been continually sharpened by verbal cut-and-thrust with would-be "wide boys" of all nationalities, who invariably retire hurt from the encounter.

On the following day, a quiet 90-mile run through Wharfedale brought us to Glenridding on Ullswater, in Lakeland's outer marches, and, incidentally, introduced me to some features of the journey which were to become commonplace. First, the notices calling the attention of motorists to sheep on the moorland roads mean exactly what they say: the unfenced roads were alive with sheep of all shapes, sizes and turns of speed, from staid old matrons galloping along at 15 m.p.h. like agitated woolly hearthrugs, to dashing youngsters dicing with death, like naughty children, in daring games of "last across." Secondly, a nasty



by Susan Gott



Light and shade over Wastwater.

smell, as of burning linoleum, was airily dismissed as "brake fade, my dear"; fortunately, unlike the thieves in the night, they did not fade away altogether!

Towards evening we arrived in Ambleside, at the head of Windermere, the largest of English lakes, and, after replenishing D.D., attacked the Struggle, which is the tougher route to the Kirkstone Inn at the top of the Kirkstone Pass. D.D. coped manfully with the 1½-mile climb, of an average gradient of 1 in 10, with a maximum of 1 in 4, but was glad of a breather in front of the old white inn, reputedly the second highest in England. This gave the crew a welcome chance to admire the vista across Windermere, now faintly reddened by the setting sun. In a mood of great content we put in at Glenridding, just in time to escape a vicious squall of genuine Lakeland rain which swept across Ullswater from Silver How.

As though to atone for this unpleasant reception, the next day dawned bright and clear, and we made a semi-circular tour in brilliant sunshine of 57 miles, visiting Bassenthwaite Lake, Crummock Water, Buttermere, Derwent Water, Rydal Water and Grasmere. Each had its own particular charm, but my private Oscar went to Buttermere, where the shores were alight with gorse and broom. One of the fabled glories of Lakeland are the daffodils, immortalized by Wordsworth, but at this season the yellow carpets of spring had been replaced by the blue carpets of summer, as the meadows sloping down to Grasmere and Rydal Water were thick with bluebells. I did not, however, feel cheated, and doubt whether the daffodils could have been lovelier.

Ego Puncture

In the course of this circuit, the ego of the driver suffered a sad blow. After D.D.'s performance on the Struggle, it had been decided to pit him against all the better-known Lakeland activities, and a pause was made in Buttermere to decide which was the more testing route, via Buttermere Hause or Newlands Hause. Noting our indecision, a worthy constable approached with heavy tread, and the driver sought his advice; the officer counselled against either climb, adding kindly, "being inexperienced, you would find them both very difficult"; complete and speechless collapse of our Alpine expert!

The following day marked the zenith of the trip, both in weather, scenery, and achievement by D.D. After an almost contemptuous climb of Red Bank, almost a mile of 1 in 4, he scurried up to Blea Tarn, and thence over Wrynose and Hard Knott passes, both of which used to be

"stoppers" in pre-war M.C.C. Edinburgh Trials. In fairness, however, I must admit that the Hard Knott climb from Wrynose Bottom has been improved by tarmacadam. The descent into Eskdale, on the other hand, had been wrecked by continuous use as an Army testing ground, though the loose surface afforded the driver an undesired opportunity of demonstrating Alpine technique, i.e., sliding the corners unnecessarily fast, in a broadsiding shower of stones.

Thus it was with a sense of achievement and relief respectively that we stopped at a wayside inn, from whose walls the photographs of bearded stalwarts of ancient climbing clubs scornfully regarded the decadent moderns who climbed their passes in "horseless carriages."

The expressions were even more sardonically scornful when, having come to the end of the road at Wasdale Head on Wastwater, we ventured into an inn for refreshment. This inn was the headquarters of various climbing clubs, and its bars are bedecked with photographs of gentlemen, supported like spiders on thin rope, on gradients of 1 in 0: before seeing these I had always thought that motor racing was the most dangerous hobby!

It is said that on Wastwater, the most desolate of the lakes, it always rains, but although this was true at the foot of the lake, at the head the sun broke through, throwing a lovely chequer of light and shade over the towering screes. Under these conditions, it was no hardship to return by the road on which we had come, although, as there is only the one road to Wasdale Head, this would have been unavoidable, even if it had been blowing a gale.

The steep climb over Birker Fell out of Eskdale Green is little known, but the views it affords are superb, and it also passes close to Devoke Water, a lonely little lake approached over a peaty track, whose difficulties, in dry weather at least, should not deter anyone from visiting this unspoiled tarn.

After this surfeit of gradient, which in sum amounted only to 66 miles, D.D. was glad to rest for the night at Hawkeshead on Esthwaite Water, where the home of Beatrix Potter, whose animal stories are still the delight of most nurseries, has been converted into an attractive guest house.

On the morrow, as though in sympathy with my mood of departure, the weather was grey, but it brightened for our last glimpse of a lake as we puffed across Windermere in the miniature ferry, a fitting finale to a glorious trip.

I fear, however, that D.D.'s magnificent and unflinching performance may have sealed his doom, and that he, too, may shortly become a victim to that jealous god, Competition Motoring.

A Matter of Miles

THE AUTHORITIES MAY VARY,
THE SPEEDOMETER MAY NOT
CONFIRM, BUT DOES IT MATTER?



AS a motorist whose trip recorder stands right now, lying, at 625.8 miles, made up of journeys which have not exceeded 100 miles in a single instance, the writer is well qualified to discuss mileage variations without bias. Those readers who quarrel with official mileages cannot share that distinction, for obviously miles mean much to them. "Dear Sir," they write (and there is an angry glint in the gold nib of their fountain pens), "this is fantastic. I recently went to York, applying to the A.A. and the R.A.C. for routes. The A.A. made it 164 miles, the R.A.C. 159. *The Autocar* Diary says 162. *Wotherspoons' Road Miles to Everywhere* (1836), a copy of which I have, says it is 167 miles, and my trip recorder made it 171. *What are you going to do about it?*"

Not much, I am afraid, except explain the variations. Mileages in *The Autocar* Diary were compiled from A.A. and R.A.C. handbooks, which has introduced an inconsistency hereinafter explained; this will be eliminated in future issues. The motoring organizations have their separate methods with mileages, so have (and have always had) the authorities; and as for speedometer mileage recorders, here is what the A.A. technical department say:—

In regard to speedometer accuracy, our experience is that the instruments on most cars record rather on the high than the low side and the discrepancy is not uncommonly in the region of from 5 to 10 per cent. That, in conjunction with constant deflection of the tyres and road inequalities, might account at least in some measure for the higher reading given by the instrument on your car, although you may believe it to be substantially correct.

Point to Point

Mileages quoted in the *A.A. Road Book* are point to point by the shortest route, including ferries, tunnels, bridges, or what-have-you. All of them have been logged by the A.A. at one time or another, and they might be described as master mileages. But if you ask for a recommended route from A to B, quite different circumstances apply. The A.A. will eliminate the ferry for you, knowing that you might wait an hour for it or that fog in the estuary might prevent it from running; they might also decide that you would not enjoy traversing the Five Towns in the rush hour. As a result, the final mileage on the route supplied may well differ from that of the handbook, and now you know the reason. If you feel that you will save petrol by the shorter route, think carefully. Thirty miles, say, of congestion may bring your m.p.g. figure sharply down.

Where the A.A. half-inch master maps are not already marked with a logged mileage an odometer is used—nowadays at Fanum House and Pall Mall they call it a rotary recorder, or map measurer. The principle is a toothed wheel that traces curved lines, a dial recording the distance, and it is an accurate device. An exactly similar instrument (I compared them) is used by the R.A.C. for the same purpose, so no instrumental errors resulting from variations between makes can be alleged between the two organizations. The R.A.C. master maps, incidentally, are one-inch.

The Club has a different principle with mileages, its figures in the *R.A.C. Handbook* being those also supplied

Saxum Londiniense in the wall of bombed St. Swithin's. The inscription reads: "London Stone, commonly believed to be a Roman work long placed about 35 feet hence towards the south-west and afterwards built into the wall of this church, was for more careful protection and transmission to future ages better secured by the churchwardens in the year of our Lord 1869."

with the recommended routes. A paragraph explaining this is printed at the top of the gazetteer section:—

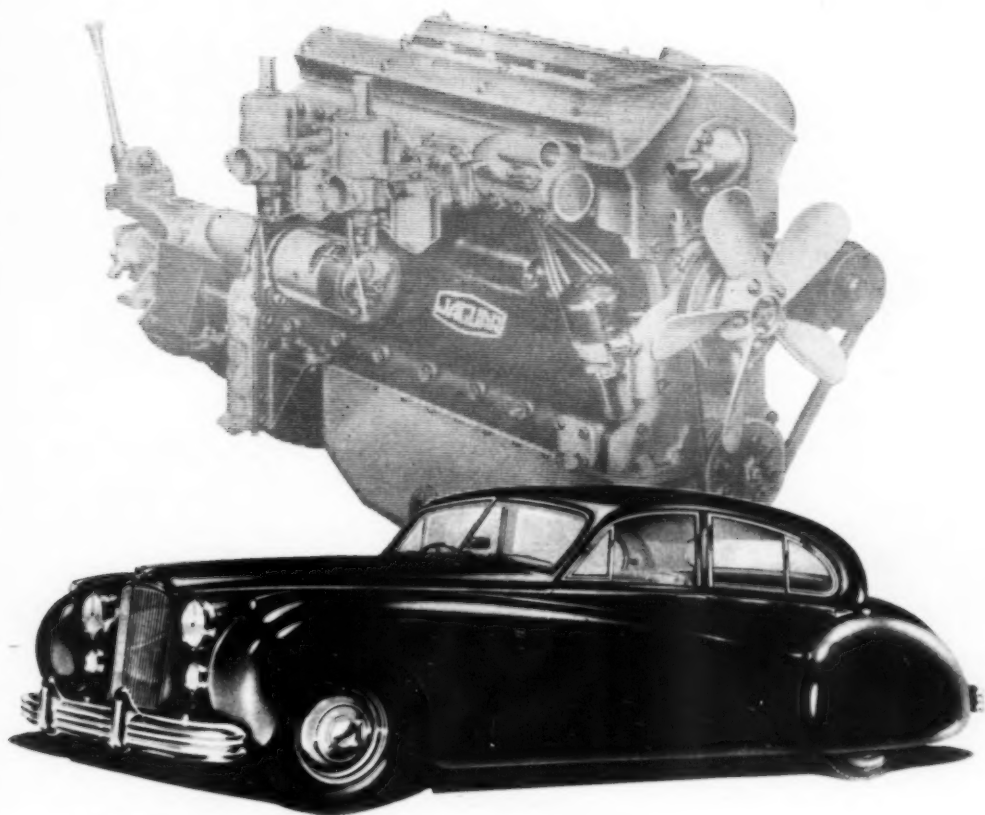
The mileages shown are by the routes recommended, not necessarily the shortest . . .

As a result, there should be no difference between R.A.C. recommended route mileage and handbook mileage. But there may well be variations between any of the organizations' mileage and those of old road books, maps, milestones and signposts, and for the very good reason that these have been either published or erected over the centuries, with the result that their sources of information have been long lost in antiquity. Periodically there is a great outcry that All This Should Be Swept Away, and that no doubt should be allowed to exist in any traveller's mind. Periodically small children cry for the moon. In any case, I, the man who does not care about miles, find these inconsistencies rather lovable. Will no one join me in not wanting an England in which the harmless whimsicality has been outlawed?

Of course, London mileages are a specially sore point, and to the outraged traveller who has covered ten miles more than he expected, the listing of the seven traditional points from which they are measured is an invitation to apoplexy: Whitechapel Church, Shoreditch Church, Hick's Hall, Tyburn Turnpike, Hyde Park Corner, and the south ends of Westminster and London Bridges. You may be helped by the knowledge that Tyburn Turnpike is Marble Arch, but not by the information that Westminster Bridge runs east and west. There has been some talk of abolishing these seven points and settling for one central point (Trafalgar Square has been suggested); and even of removing the old stone in St. Swithin's Church, St. Swithin's Lane, E.C.4, which is reputed to be the Roman *millarium* from which Caesar's legions measured their mileages. This would be made the new focal point. Again, this may sound attractive but consider the alterations required to existing documents; and I do not envy the mason who goes round to remove the stone. This is a somewhat ticklish job right now, open to suspicion.

As I said before, I am happy in all this confusion, preferring to live that way. But how to help those who suffer mental torment under it I do not know. Perhaps a warning might make them less unhappy. Don't forget how, in the days of the great Staplee-Firth, the oppressors of motoring could be caught out on such details as distances and times. The age of oppression has by no means passed, and it might one day be useful to prove that Constable Jones' estimate that you covered the 20 miles from Speedville to Stoptown in 20 minutes was incorrect, because from Speedville to Stoptown was only 15.75. Case dismissed.

M. B.



world famous in a week . . . Within seven days of its sensational debut at the London Motor Show, the Mark VII Jaguar Saloon was heralded as the car of the year throughout the world. Certainly its striking appearance made it (in the words of the "Autocar") "The Prima Ballerina of the Show" whilst the incorporation of the internationally famous record-breaking XK 120 engine ensures speeds in excess of 100 m.p.h. with noiseless, effortless ease. But there are many more outstanding features which drew forth such spontaneous approval. Its generous comfort for five or six passengers, its wide ranging visibility, its enormous luggage accommodation and its superior independent front suspension — all contribute to make this Jaguar the most distinguished car of our time.

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On the Volkswagen test grounds a car is occasionally somersaulted—a drastic test of body shell strength.

Making the Grade

CURRENT PROGRESS IN THE GERMAN AUTOMOBILE INDUSTRY

The author is an authority on German production, which he has previously surveyed for *The Autocar*. This article shows the continued rapid progress that is being achieved.

WHILE 1945 saw the whole of the German motor industry in ruins, and 1946-47 taken up with salvaging and reconstructing the necessities, 1948-49 saw it surmounting the most difficult part in the period of reconstruction; to close the chapter for 1950 one can definitely say that it is "making the grade."

Although the total production figures in 1950 of 216,122 cars, an increase of

vehicles), and, provided the material supply position, which is acute in Germany, does not decline, very considerable headway is likely to be made in the near future.

The aim throughout the reconstruction period has been to produce the largest possible number of vehicles, most of which originated in pre-war days. It is only within the last year that the technicians are once more developing new designs. Nothing striking may be expected in the very near future, but recent patents certainly indicate what is in store.

The total export for vehicles is approximately 30 per cent, which is considered by industrialists to be a healthy figure, for this permits an adequate supply to the home market and also provides more than sufficient for the purchase of foreign raw materials and machine tools. Most German automobile manufacturers are even voluntarily limiting their export activities as an unwritten rule is being followed in which manufacturers hesitate in exporting their products unless a thoroughly efficient service organization has been set up previ-

ously. This also accounts for the demand which is experienced for German vehicles in certain foreign countries and is certainly true of Switzerland, Sweden, Belgium and Holland, where German automobiles are ranking high in the total vehicle imports.

So far the material supply position has not been regarded as serious, but executives of all leading companies state that any further increase of production is governed by the capacity of German sheet steel suppliers, who, following the destruction and dismantling of rolling mills after the war, will have difficulty in meeting the estimated demands for 1951. German manufacturers of electrical accessories experienced several months ago an acute shortage of copper, which so far has not affected production. Some firms have made preparation to switch over to designs based on the wartime standard of copper.

The general labour position is regarded as satisfactory. Ample unskilled labour is available, and only in certain districts is a shortage of specialist engineers, tool makers, and so on, being experienced. This has en-

by **K. B. Hopfinger.**
M.S.A.E., M.S.I.A.

108 per cent over 1949, may not seem very staggering when compared with the output of the British or American industries, in 1945 total production was only 1,293, in 1947 9,541, and in 1949 103,998 vehicles. These figures show that pre-war capacity will be reached in 1951 (total car output in 1938 for the whole of Germany was 276,807

Making the Grade

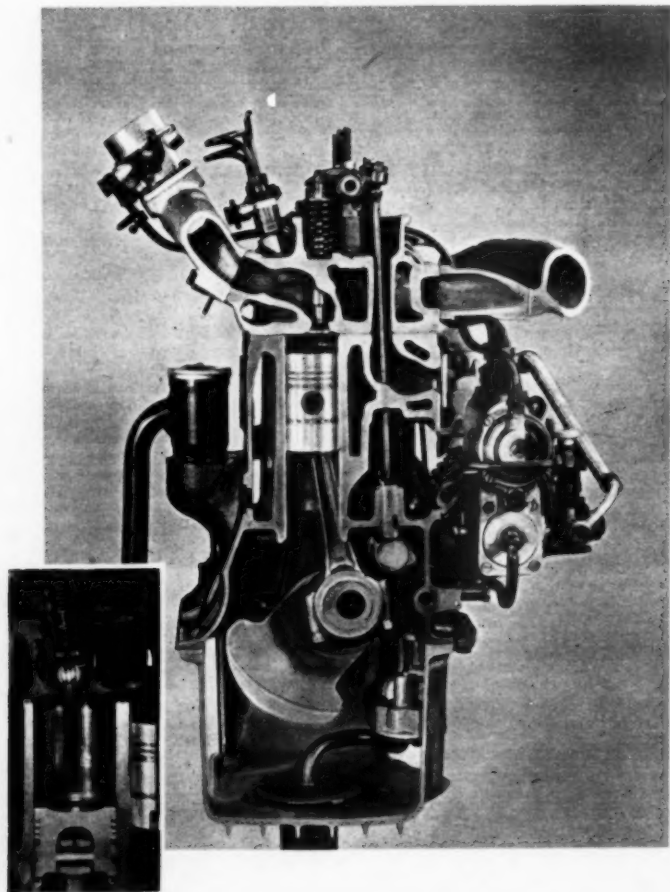
continued

couraged German manufacturers to institute elaborate schemes for the training of apprentices on a four- to five-year basis. Some companies have up to 500 apprentices.

The trade unions have so far co-operated and executives throughout the industry credit the unions with having played a major part in the task of reconstruction. It is of interest to note that the trade unions, as far as the motor industry is concerned, are entirely free of any Communistic domination, and have followed a wage policy which enabled the industry to compete against products of other countries at a time when it was forced to use limited production facilities. One could fill pages with details of how individual firms have approached their reconstruction problems, but some of the leading companies serve as an indication. As one of the oldest

automobile manufacturers in the world, Daimler-Benz have completed the major reconstruction programme for the factory and office buildings, and are now actively engaged in re-equipping certain parts of the plant to meet increasing production requirements and to replace a considerable amount of machinery which was salvaged and reconditioned immediately after the war. The company is now employing over 25,500 people and produced 42,305 vehicles in 1950, an increase of 82 per cent on the total production of 1949 (23,287). 33,906 were private cars, 16,421 of Type 170 S, 11,876 of Type 170 B and 5,609 of Type 170 D, the diesel-engined car. In November, 1950, the monthly car production reached 3,510. Provision is now being made to increase this figure to 4,000 per month provided that the material supply position can be maintained.

A section of the Mercedes-Benz car diesel engine, with its slightly concave piston crown and (inset) pre-cell combustion chamber. The pre-cell diesel may be a fraction less economical in fuel consumption, but tends to be smoother running than the direct injection type.



Heading this vast concern is the 52-year-old Dr. Ing. W. Haspel, who has been recently awarded an honorary degree. His views on the future of the industry are that only wise planning and the production of a competitive product, from the point of view of both design and price, will enable foreign competition to be met. Crediting past achievement to his employees, he stated that the Daimler-Benz policy was to maintain their distinct characteristics of design irrespective of what foreign trends might dictate, and that the present limited number of models suit not only the present economic situation in Germany, but also the needs of many export markets. This statement is borne out in the design of the Mercedes-Benz 170S for, being a medium-sized car, with all the refinements one could wish and a suspension which provides excellent riding comfort under the most difficult conditions (based on the racing experience gathered over a considerable number of years) at dm9,690 (approximately £768) it is certainly outstanding value.

The racing successes Mercedes-Benz achieved in pre-war days have not induced the company so far to devote expenditure to the re-establishment of a racing department. The reason for this is clear when one compares the pre-war and post-war financial state of affairs. The last few years of racing cost the company in the region of three to four million Reichsmarks per year, which is regarded as the equivalent today of approximately £650,000, and Daimler-Benz received over a number of years only 10 to 15 per cent of the total racing costs as a Government subsidy.

Costly Racing

It was regarded as necessary to have at least five racing cars available before any event to ensure success, and it is not surprising to learn that even in pre-war days the cost of a racing crankshaft was in the region of £1,400. For a Grand Prix event it was usual to employ anything up to 200 people in the racing department, including most of the research and development staff. All this is now far beyond the present means of the company, although there is a profound interest in racing. Only three 3-litre racing cars have survived the war, and those will take the field again in events which are outside the current racing formula.

Adam Opel A.G., well known before the war, also suffered considerable damage from the striking power of the Allied air forces, and by 1945 more than 47 per cent of the plant was in ruins. It was handed back by the Allied Military Government in 1948 to the General Motors Corporation, who obtained control of the company from the Opel Brothers in 1928. The company employs now just over 20,000

people, as against 10,315 people in 1948. In 1938 25,374 people were employed. The rise of production in the post-war period has been considerable. From 3,239 vehicles in 1947, Opel was able to record for 1950 a total output of 72,736.

The Opel export figures are the highest throughout the industry, and in 1950 29,469 vehicles, representing 40.5 per cent of the total production, were exported. This is almost 33 per cent of the total German vehicle export.

Opel work in very close co-operation with General Motors organizations throughout the world. All the technical development work is carried out in close liaison with the parent company in the U.S.A. Every year one type of every Opel vehicle is subjected to a gruel-



Part of the new Carl Borgward G.m.b.h. factory, and the Borgward Hansa 1½-litre cabriolet. This handsomely styled model now has an automatic transmission as an optional fitting.



ling 25,000 miles' duration test at the G.M. testing ground at Millford, U.S.A. Engineers from the G.M. organization are attached to the Opel works, and since the end of the war most of the Opel technical experts have been for various periods in the U.S. to keep up to date with recent developments.

The company is now producing more than 80 per cent of all the components used in the construction of a vehicle.

In pre-war days Volkswagen G.m.b.h. was more a political idea than anything else, but in 1939 it became a

necessity in the German armament programme. After extensive damage during the war it was hardly feasible in 1945 to visualize that these works would play such a vital part in the industry today. Reconstruction was completed early last year and the production figures have now risen to 410 cars and 60 commercial vehicles per day. While in 1947 the total annual production was only 8,973 vehicles, the final production for 1950 shows a total of 82,399 vehicles. Preparations are now well advanced for a second production line, and when this has been com-

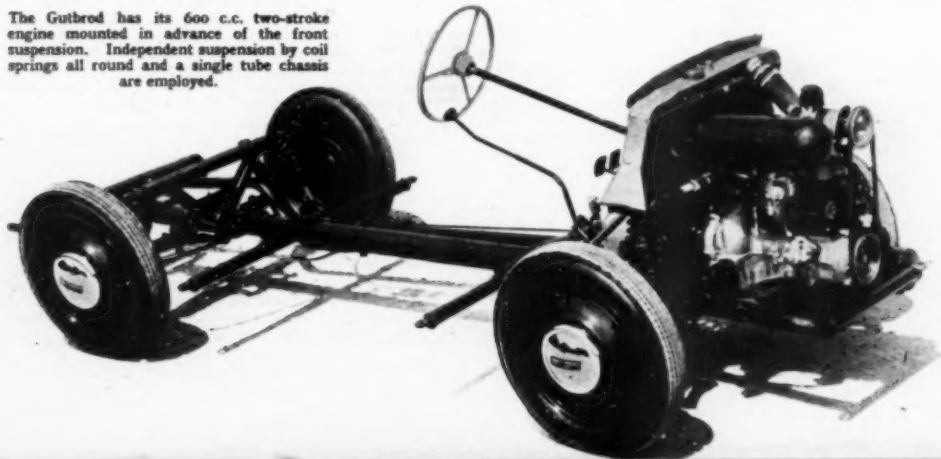
pleted, and provided that the raw material supply is forthcoming, the production figure will leap up to 800 cars per day, which would make the concern one of the largest producers of vehicles on the Continent.

There are at present over 15,000 people employed, most of whom are Germans from the eastern Russian-occupied zones and the Baltic States. They are living at Wolfsburg, the Volkswagen town.

The company is now exporting 35 per cent of the total output, with Switzerland, Sweden, Holland and Belgium the most important markets. Over 1,000 Volkswagens were imported into the U.S. in 1950, this being only an initial consignment; substantial orders have been placed for 1951. Assembly plants for the Volkswagen have been established in Ireland, Brazil and the Argentine, and the erection of further plants in various countries is under consideration.

Volkswagen Werke has one of the best research and development departments in the industry. It is interesting to observe the great many inspection procedures which have been developed to check components during the various stages of production, and over 10 per cent of the 15,000 employees are actually engaged on inspection. Most

The Guthrod has its 600 c.c. two-stroke engine mounted in advance of the front suspension. Independent suspension by coil springs all round and a single tube chassis are employed.



Making the Grade . . . continued

of the tests are carried out by means of electric or electronic automatic measuring devices, thus making it possible to use unskilled labour.

Complete vehicles are also submitted to severe tests, and periodically are somersaulted on the extensive test ground to prove strength of body. Immediate plans for the near future are to continue for some time with the present model.

The originator of the Volkswagen, Dr. Porsche, is still actively connected with the company.

An outstanding personality of the industry is Carl F. W. Borgward, now in his sixtieth year. He was the owner of three small car factories before the war, employing just under 5,000 people. War damage destroyed over 80 per cent of the premises and reduced 60 per cent of the machinery to scrap; reconstruction was started in 1946 with 400 employees. Now the company, including the associated Goliath Werke G.m.b.h. and Lloyd G.m.b.h., employ over 10,000 people and produced in 1950 a total of 11,155 cars as against 1,148 in 1949.

Automatic Transmission

This group is producing three different types of car apart from five commercial vehicles. The 1½-litre engined Hansa 1500 has become well known in the past few years and the latest development of this vehicle is an automatic transmission which is available as an alternative to a conventional gear box. This employs an hydraulic torque converter which operates until the direct drive stage has been reached, when a fixed clutch becomes the transmission member. A simple set of gears is provided for reverse. Road experience of this 1½-litre car fitted with the automatic transmission showed that in town traffic it was reasonably fast in getting away from light signals and that it was easy to negotiate steep mountain roads covered with snow. The petrol consumption during the short test was approximately 15 per cent higher than with the same type of car fitted with a conventional gear box.

A remarkable thing about the Borgward group is their production methods. Not being in possession of heavy presses to manufacture large body panels, a method of welded construction has been developed which permits a certain amount of flexibility in the planning of new models. The car produced by Goliath is powered with a 700 c.c. two-stroke engine and has front wheel drive. The roomy body shows distinctive lines. The Lloyd, powered by a 300 c.c. two-stroke engine, is the smallest car produced in Germany. A timber-framed body is panelled with plywood and covered by a plastic material.

Ford Werke A.G. is the only factory which has escaped major damage and which was able to take up production



The Lloyd 300 c.c. two-stroke engine is the smallest used in any German car.

immediately after the end of the war as far as supplies were available. The 1.2-litre known as the Taunus is a well-tried model from pre-war production; in 1950, 24,443 vehicles were produced as against 11,109 in 1949. The latest addition is a de luxe version which should find favour with export markets. The company is exporting just over 30 per cent of its total production.

Once the producers of the well-known D.K.W., Auto-Union G.m.b.h. lost its entire premises in the eastern zone, and was able in August, 1950, to commence with car production only after some disused steel works in Dusseldorf had been acquired for its use.

The car, known as the D.K.W. Meisterklasse, has been developed from the experience gained from pre-war models and should prove to be popular once more in Germany. By November, 1950, monthly production reached 440 vehicles, but it is expected that this figure will be at least doubled in 1951.

Gutbrod G.m.b.h. is definitely the youngest car manufacturer in Germany, but has already achieved considerable success. Headed by W. Gutbrod, 33-year-old son of the founder of the company, it produces a 600 c.c. two-stroke engined car known as the Superior.

Production was started only last August and now amounts to 200 a month. The company is employing only 300 people, and it is expected that 1951 will enable Gutbrod to increase production now that additional premises have been obtained.

The increased productivity of the industry could not have taken place without the aid of the suppliers of accessories. Such firms as Robert Bosch G.m.b.h. had many difficult problems to solve to supply the vast quantities of electrical equipment required by vehicle manufacturers and to maintain the service commitments for old and new vehicles. This company has achieved a considerable export figure, and was able in the last twelve

months to undertake a large amount of development work which will further improve the products.

Tyre manufacturers, like Continental A.G., who had to rebuild most of their premises, were not only faced at times with the lack of the necessary specialized machinery, but also with a lack of trained personnel to operate it. Even in such circumstances the flow of components required by the car manufacturer was kept up.

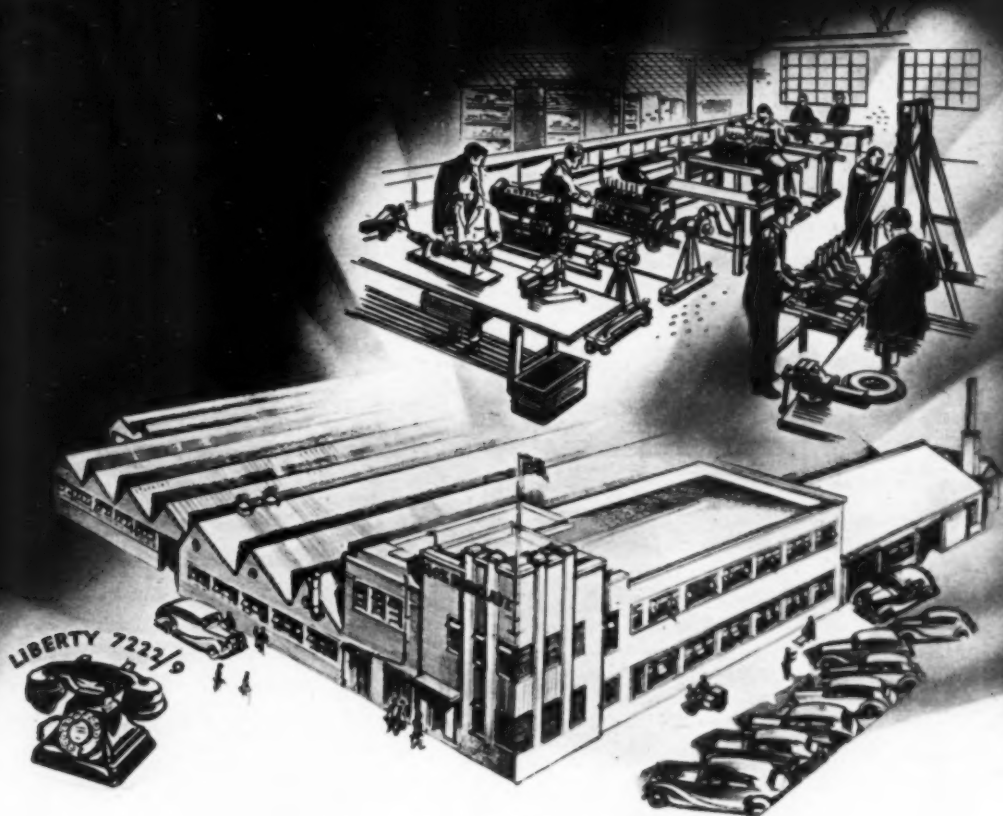
Activities of the industry since the end of the war have been closely observed by industrialists all over the world. The reconstruction has taken place under most difficult economic circumstances, and at a time when there was even hunger prevailing in the country. It is obvious that the present stage could not have been reached unless intensive personal efforts had been made by everyone. The planning of raw material supplies from sources which have equally suffered from war damage must have been a task of equivalent magnitude.

Nearing Pre-war Activity

The effort to enter the export field, mainly with vehicles of pre-war design, at a time when other manufacturing countries had virtual control over certain export markets, must not be underrated. The fact remains that most German automobile manufacturers are now about to reach the stage of pre-war activity. The material supply position in the present world situation presents also a serious problem, but the industry has become hardened to the fact and realizes that most industrial difficulties can be surmounted by imaginative planning and personal effort.

True, the total German vehicle production is still far behind the record figures established in the last few years by the American and British industries, but the last few years have also proved that, given an opportunity, an even once-ruined industry can play an important part in supplying some of the world's needs.

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CORRESPONDENCE

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AUTOMATIC TRANSMISSION

Plea for the Older Methods

[63091].—I was interested in your article "Road Tests of 1950" (January 12), especially the part concerning automatic transmission. I used to drive a new 1950 Chevrolet equipped with the Powerglide transmission. I share your impression that it makes traffic driving more easy, but acceleration is not to be compared with that of the classical system of changing to a lower gear ratio, especially in hilly country. Moreover the engine, during very fast accelerations, seems to suffer more than in the classical system.

In open country, in normal traffic, with a few gradients to negotiate and some sharp curves, where is the fun and the excitement of driving? With automatic transmission the driver merely sits behind the wheel, no longer "driving" his car but letting himself be carried by a "soulless" device. He has nothing to ask his engine; they are both strangers to each other.

I believe some cars are just like well-tamed animals which one should be proud to own. There is real poetry in the buzzing or the roaring of a fine engine whose gears are engaged with silence and split-second precision. And if the clutch pedal has to go on all cars, I shall feel like losing a faithful friend.

Brussels.

CHARLES L. VAN UYMEERSCH.

PERFORMANCE

Superficial Comparison of Figures

[63092].—In the January 12 issue, a summary is published of data compiled from Road Tests carried out during the year. Comparison of figures for the Wolseley Six Eighty and Humber Hawk shows an apparent inconsistency in performance in that in the tests for 10-30 m.p.h. in second gear, 20-40 m.p.h. in

top and 30-50 in top, the Hawk returned better times, i.e., had a better performance, but in the 0-30 through the gears, 0-50 and 0-60 the Wolseley showed an increasing advantage.

As the Wolseley has a 6 m.p.h. advantage in maximum on second and an 8 m.p.h. advantage in third, presumably this is the reason, i.e., the performance of the Humber Hawk in any one gear is better, but when driven properly the Wolseley is the better.

A further point is that if the Wolseley gives 18.85 m.p.h. per 1,000 r.p.m. and its peak torque is 101.8 at 2,200 r.p.m. this occurs at 41.47 m.p.h. in top gear. Does this mean that the effort falls off thereafter up to the maximum m.p.h., which I assume to be somewhere around 80 m.p.h.?

G. HEATON TAYLOR.

London, N.14.

[Comparisons such as these should be made with the torque curves in mind. The Humber peaks at 1,800 r.p.m. with a reading of 110 ft lb, whereas the Wolseley's 101.8 ft lb is developed at higher revs. The engines are therefore fundamentally different in design for performance and any comparisons must take into account the pros and cons of each type of performance.—Ed.]

STARTING

The Man Who Had No Handle

[63093].—I should like to thank Donald H. Smith for his excellent article "It Won't Start" (January 19), and for the useful hints he gives. I was particularly pleased to learn that as an expert he still believes there is good use on a car for a starting handle.

As a motorist who has owned a number of cars during the last 45 years (my first car was a 6 h.p. De Dion without reverse), I have never yet had one on which I have not had to resort to

CORRESPONDENCE

continued

the starting handle on various occasions. I know that the salesmen of these cars without starting handles are primed with all the answers, as I heard them all at the Show, but starters do go wrong, and batteries do unexpectedly run flat, and in such cases one snatch up by the handle will often start a car and allow the journey to be continued.

I witnessed a stirring example last year when motoring in France. Whilst at an hotel high up on the mountain from Grenoble in the French Alps, a motorist from England with an almost brand new car was having trouble with his starting. He stated that he only needed a push as the car was otherwise in perfect order, and he had, unfortunately, needed help several times during that day. Much to his embarrassment an American with a large saloon did the pushing on that occasion, but I hope our English friend upon his return repeated to the manufacturers the strong remarks we heard from him! F. N. DIDSBUY.

Manchester, 2.

BRAKE SQUEAL

Remedies that have Worked

[63094].—I have read in your Readers' Service (January 12) a reply concerning brake squeal cures on, in this case, an Austin A.40. I am in the brake lining trade, and have been for 25 years, and am amazed at your statement that this complaint has so far baffled experienced brake and car designers. Since the inception of the Austin A.40 I have supplied a large number of sets of front wheel brake liners of a moulded (not bonded) material, Mintex M11, which has resulted in the elimination of brake squeal in every case without exception. This also applies to the Austin A.70, Jowett Javelin and so on, and many old models.

This can be verified by many of the car dealers in East Lancashire, and this method is used by them regularly.

Your suggested cures sometimes work temporarily
Cloughfold, Lancashire. H. OVERSTALL.

[63095].—One A.40 brought to us was truly alarming! Two cures were suggested by different members of our staff and both were adopted. It is now six months since the job was done and there has been no squeal since.

The methods were drilling a 1/16 in hole midway in the web of each brake shoe and slotting; spot welding an 1/8 in rod from



Slots and a welded rod on an A.40 brake shoe.

the edges of the shoe clear of the linings to the edge of the web, at the leading ends of each shoe (see sketch).

We are not sure which method was responsible for the cure; perhaps they both contributed.

Milford, Derbyshire. C. J. MARSDEN, Chevin Motors, Ltd.

[63096].—May we suggest having the front brake shoes relined with Ferodo linings—Type MG.2, Reference No. BGG 17/1.

We have used these linings very extensively to cure brake squeal and, so far, have not had a failure. We would point out that these linings are for brake shoes having ten rivets per shoe. The latest Austin A.40 shoes have twelve rivets per shoe, and so far this type of lining has not become available for these latest shoes.

C. P. LAMBERT, Carey and Lambert, Ltd.

Southampton.

[63097].—I have tried each of the recommended cures mentioned in an attempt to be rid of a horrible front-wheel brake squeal. None was in the least effective since it appears to be owing to a particularly hard brake lining or even only a small hard area of the lining.

The following method, however, has effectively cured the trouble on my brakes:—

Rough the burnt, glazed surface of the lining with a rasp and smear the lining with a mixture of tallow and graphite dust or flakes. The word "smear" should not be taken literally.

There should be only enough tallow in the mixture to hold together the graphite dust or flakes. A piece of this mixture about the size of a garden pea is quite sufficient for each half-lining.

I tried this "dry lubrication" on my brake linings six months ago without in the least impairing their efficiency and have not had even a whimper from them since.

L. D. HEWITT.

Southsea.

[63098].—This may well be a case of "where angels fear to tread" but there is one remedy for squeaky A.40 front brakes which we have found infallible—to date.

The sketch shows the abutment of the brake shoe on to the peg which, in turn, works on the wheel cylinder. This slight modification makes the shoe self-centring, which eliminates the squeak.

We trust this small piece of information will be of service to those who have experienced this difficulty.

A. D. LACEY, L. A. Hills (Sidmouth), Ltd.
Sidmouth, Devon.

[Application of the remedies suggested in these letters must be left to the readers' discretion. It is important to remember that brakes are designed as a whole, with the various components matching, and that shoe design is scientific with the aim of correct strength and freedom from distortion. The Austin Motor company's comment on the matter is that the question of brake squeal is one over which car manufacturers and the makers of brakes and linings are constantly collaborating, but although palliatives may be found which do good temporarily in individual cars no overall solution has yet been discovered which can be applied generally.—Ed.]

SALOON AND COUPE

Comparisons Wanted

[63099].—I would be glad to know if owners of drop-head coupés have found them as warm and draught-free as ordinary saloon cars in cold weather, and assuming that the bodywork in each case was made by a first-class coachbuilder.

Dublin.

"COMFORT."

HAVE WE PROGRESSED?

Straw Vote on Appearance!

[63100].—There was a certain degree of humorous exaggeration in Michael Brown's article, but there was a lot of truth, too, and I, for one, resent being classed as "reactionary" and "abnormal" because my ideas are more in accord with those of Michael Brown and Mr. E. H. T. Jukes [63063] than those of Mr. J. L. Waller [63062].

The truth is that, in pre-war days, the designer had more and better materials and accessories to work with, and in the matter of body outline was not tied to the inelegant fashions of a foreign market. I do not think that any designer with a sense of the artistic would turn out cars in the modern beetle styling unless necessity compelled him to do so, and it would be interesting to hold a poll to find out how many like well-designed, good-looking cars.

BRIAN CONNELLY.

Strabane, Co. Tyrone.

DAZZLE

No Good Word for Twin Filaments

[63101].—I feel very strongly about the idea of making the double-filament head lamp dipping system international, thereby to become usual on our own roads. Since the new designs for cars have become more and more plentiful on the roads, I have been more and more dazzled at night.

There are two ways of dazzling by these new cars. One is the double-filament head lamp, which, when faced, can be seen to be operated by the flick of the lights; but very often you are just as dazzled as before. Therefore, I say these lights are not anti-dazzle, and I am supported in this by many of my road user (both cycle and car) friends.

The other way in which I am frequently dazzled is when the oncoming driver switches his head lights right out, and at the same time switches on one, or very often two, brilliant and piercing spot lights, which are more dazzling than the head lights.

In many years of night driving I have used the dip-and-switch type of head lights, and have never been dazzled when meeting

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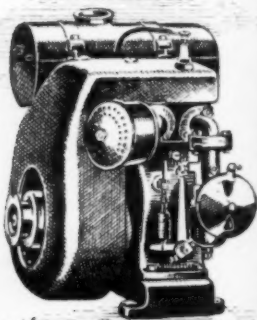
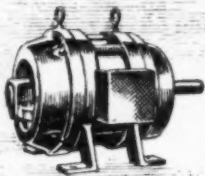
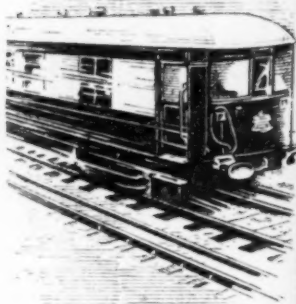
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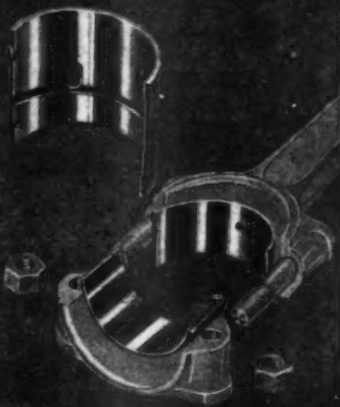
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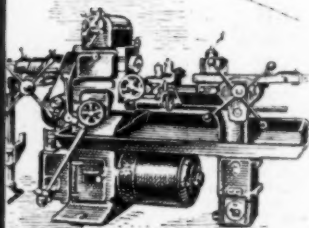
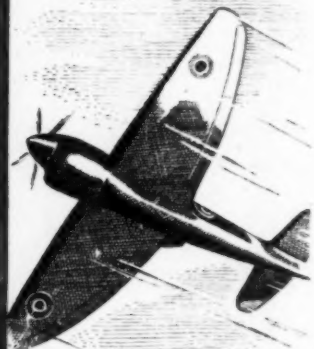
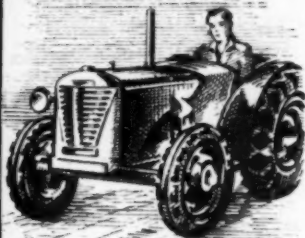


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CORRESPONDENCE

a car with these lights, if they are correctly set. Also, with the left-side light dipped and swung kerbwards, there is no need to use a spot light as a pass light, as the dipped head lamp beam gives you light for passing.

Altogether, I consider that to make double-filament dipping the standard is a retrograde step in road safety.

Great Bookham, Surrey.

E. F. DAUGHTREY.

Dipping Should be the Rule

[63102.]—In these days one does not expect much courtesy, nor does one receive it, but surely it is a small thing to ask all motorists to dip their head lights at night?

During the past year I have driven many miles during darkness, and have been appalled by the comparatively few drivers who dip. Many, I have no doubt, live under the happy delusion that they have done so, as their off-side head light gives a small flicker, but its brilliance remains unchanged.

It is the duty of every car owner to make sure that his dipping mechanism is working, and, having ascertained that it is, to make use of it when necessary. Night driving for everybody would then become far less fatiguing, and far more pleasurable.

London, S.W.1.

D. H. G. BEAMAN.

MAGNETIC COUPLING

Patents Limited in Application

[63103.]—The patents assigned to the American Government by the inventor of the coupling referred to by Mr. D. J. Harrison [63069], do not control another coupling of similar construction and operating characteristics, developed by the General Electric Company of Schenectady.

Leigh-on-Sea, Essex.

C. RIDLEY, S.A.E.

COST OF MOTORING

Figures for a Vauxhall Twelve

[63104.]—I have been very interested in the Correspondence on running costs and my experiences with a 1948 12 h.p. Vauxhall may be of interest.

The details for last year are as below, the total cost (less depreciation) being £262 5s 5d, made up as follows:—

	£	s	d
Tax	10	0	0
Insurance	10	0	0
A.A. and licence	2	7	0
Petrol (800 gal.)	104	5	4
Oil and Additives	5	7	2
Tyres and tubes	15	8	10
Garage	27	19	0
Reconditioned engine	35	0	0
Repairs and renewals	51	12	7
Total mileage	28,108		
Miles per gallon	2,631		
Miles per gallon	35,064		
Cost per mile	2,396		
Petrol cost per gal.	37,174		

Perhaps I should here explain that the somewhat heavy cost of petrol is owed to an extended tour abroad where, of course, petrol cost is high.

The car is used for pleasure and business purposes, and the latter involve a number of short runs in town, therefore the figure of 35,064 is perhaps significant. It was also used on a total of 354 days and the mileage included nineteen day runs of over 200 miles which averaged 237.08 miles per run.

The major renewals included differential ball bearings, battery, starter, front door lock, hand brake cables, set of plugs, rear spring and silencer.

Southampton.

BERNARD MILLER.

MOTOR CYCLE HISTORY

More Early Information Required

[63105.]—Response to my appeal which you published several months ago requesting material for the *Union of Motor Cycle Manufacturers History* has been encouraging, but more photographs, catalogues and printed matter, of all branches of the motor cycle manufacturing trade, past and present, are still needed. Condition is immaterial, and we should prefer them as gifts, although loans will be appreciated. Anything, however trivial it may seem, will be appreciated, including back issues of motoring journals.

A number of the early manufacturers of motor cycles and the like now manufacture only cars but would undoubtedly like to be included in the history. Anyone who can offer such information is cordially invited to do so, to me, at 1, Broxtowe Rise, Cinderhill, Nottingham.

Nottingham.

HAROLD KARS LAKE, Hon. Librarian,
Association of Pioneer Motor Cyclists.

continued

AUDIBLE WARNING

A Point About Turning

[63106.]—With reference to [63066] I was amazed to read the following: "Legitimate uses of the horn are to warn pedestrians of a car turning into a road they are about to cross."

I now quote from the Highway Code: "When turning, go slow and give way to pedestrians."

Further comment is unnecessary.

Liverpool, 22.

TERRY LINAGRE,
Driving Instructor.

THEIR PRICE

The Totalitarian Drift

[63107.]—Your comment on page 64 of *The Autocar*, January 19, that Hungarians have to sell their cars at "a price fixed by the authorities" reminds me of another country where owners of coal-mines, railways, gas and motor transport undertakings had to sell their property at "a price fixed by the authorities."

The country? England.

London, W.8.

GRAHAM WOODVILLE.

COMING EVENTS

Shadows of the Future—and the Past

[63108.]—The shadow of petrol rationing is again upon us, and perhaps of reimposed restriction on private motoring. I hope you see the shadow. The motoring community was the first to feel the blighting hand of bureaucracy. The Continental-inspired numbering; licences (driving and other); compulsory insurance; specialized taxation that was singled out for it, together with irksome form-filling—all have descended on us year after year, with little or no protest, except a letter or two and an Editorial in your columns.

The vested interests that have grown and battered on these repressive Rs are again doing their under-the-counter propaganda, perhaps devising further and worse schemes. Even the motor trade itself is issuing restrictive schemes (and extending them!) thus conditioning the industry for nationalization, a fate that has been partially imposed on the industry in France and Italy.

I hope the motoring community will consider all this, and that the motoring organizations will do all in their power to resist this trend.

Sale, Cheshire.

H. JOHNSON.

DIESEL CONVERSIONS

Doubts About the Chicago Data

[63109.]—I was very interested in the diesel-engined conversion carried out in Chicago and mentioned in "New York Notebook" in your December 15 issue.

We are told that this was a standard Hercules diesel engine from a small truck, and yet transferred to a fairly large car it managed to push this along at the rate of 100 m.p.h. As it would take well over 100 h.p. to drive a car of this type along at such a speed, besides a gear ratio that gave 40 m.p.h. per 1,000 r.p.m. of engine, I would like to know the bore and stroke and the gear ratio.

I have an idea that the standard truck engine was a fairly hefty piece of machinery of about six to eight litres capacity; it was run ungoverned and over-g geared. The fuel consumption was not so good—34 m.p.g.—but until we have more details it is hopeless to comment on this.

I am busy fitting a small commercial vehicle engine into a car but if I can arrange to get a maximum speed of 60 m.p.h. and 40 m.p.g. I will be more than satisfied.

Low Fell,

Co. Durham.

J. L. G. BREWSTER.

BRAKE FADE

Back to Wire Wheels?

[63110.]—I have followed with great interest articles on brake fade and the latest types of braking and devices to keep drums cool.

Would it not be a great deal simpler to revert to wire wheels and larger drums? The greater vortex of wire wheels definitely kept drums cooler than these "easy clean" wheels, which are anything but easy to clean anyway and are a darned danger in crossing streams and rivers at times.

Johannesburg.

R. F. MACDONALD.

ACCESSORIES

IMMERSION HEATERS

NOW that the engine and radiator have been moved forward and "squashed up" to make more room for passengers, water connections and hoses are short and have kinks and curves, like the nasal passages of bulldogs. This makes the fitting of electric immersion heaters difficult.

A great number of special models of heaters, for individual makes, has been developed by Geo. Bray and Co., Ltd., Leicester Place, Leeds, 2, to supplement the plain, straight-through types. Some, like those developed for Austin,



Two examples of the castings and angled pipe connections used to make the heaters suitable for modern cars.

Austins, have a casting which replaces the cast connection of the car maker; others, like those for Vauxhall, have angled inlets and outlets.

In general, Bray heaters, which are plugged into the electric mains supply at night, cost £2 3s 9d for engines up to the old 16 h.p. rating (equivalent to 2-2½ litres) and £2 8s for larger cars, and an extension for plugging in at the fascia, plus 6ft of armoured flex, costs £1 1s 9d. Special types of various kinds are also available. The heater is a good one, using little mains current (the two sizes are rated at 150 and 250 watts), and besides repelling frost also prevents condensation on the engine.

TOUCHING-UP PAINTWORK

LITTLE tins of Joy cellulose and synthetic finish are again being made with a brush incorporated in the lid: they cost 2s each. This paint has been found in the past to be one of the best for touching-up, and the incorporation of the brush in the tin is handy, for it is kept from drying hard and becoming unusable on another occasion.

Joy is made by the Turnbridge Manufacturing and Supply Co., Ltd., 52a-62a, Longley Road, London, S.W.17.

DE-COKING AND PAINT STRIPPING

TWO new preparations are being made by Jenolite, Ltd., 43, Piazza Chambers, Covent Garden, London, W.C.2. They are a decarbonizing fluid and a paint remover. The paint remover, which costs 5s 9d for a bottle of 8oz, is applied with a brush and remains on the work for 15 minutes before paint removal starts. It is not caustic or corrosive to metal and wood, and the makers claim, new paint can be applied

as soon as the surface is clean and dry.

A twenty-minute immersion of carbonized parts in a bath of the decarbonizing fluid at 75-80 deg C is recommended, and, after cleaning, parts are rinsed in methylated or white spirit to remove all traces of the solution. It is not corrosive, but has a drying effect on the hands, so that rubber gloves should be used. This solution is convenient for the amateur workshop where the elaborate processes sometimes used in garages are not practicable.

FRIENDLY MITT

SPECIALLY intended for use with detergents (which entail bucket washing) but equally applicable with a hose, the Texo Lambwool Lightning Polisher is of great assistance in washing down a car. It is worn as a glove and "dipped in," and the amount of liquid which the fleece holds is remarkable; one dip proved ample, for instance, for a whole roof panel. The Texo mitt suffers from none of the troubles afflicting rags or sponges (which have a notable penchant for flying from the hand into a gritty corner), and if the price of 16s 10d is not too intimidating (it includes 3s 4d purchase tax) can be heartily recommended. Its after-treat-



The Texo washing mitt looks too good for its intended use.

ment parallels that of chamois leather, as it is the natural fleece.

The makers are E. J. Cooke, Ltd., Trinity Works, Charles Street, Manchester, 1.

CELLULAR SEAT COVERS

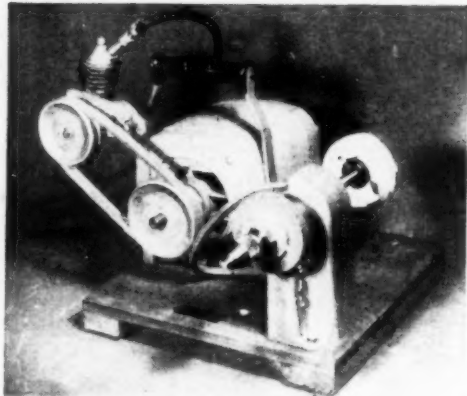
SEAT covers of a cellular weave material are being made by Brown Brothers, Ltd., Great Eastern Street, London, E.C.2. The material of these Airo covers is cool in hot weather, can be cleaned by sponging, and has a certificate of the Royal Institute of Hygiene. It is woven in a tartan effect.

The covers, which have to be ordered through a garage, are available for most cars. Typical prices are £9 19s 6d for a Morris Minor set, £14 14s for the Austin A.70.

COMPRESSOR FOR THE HOME GARAGE

A MINIATURE air compressor driven by a ½ h.p. electric motor, costing £11 11s, is being made by the Overseas Engineering Co., Ltd., 200, Bishopsgate, London, E.C.2. It may also be had with an attachment for grinding, buffing, and other machine work and with a tool chuck at £15 2s 6d. These prices bring the device within the scope of the amateur workshop: the whole thing is portable and self-contained on its wooden base, and uses 230-volt a.c. current.

The motor is of the single phase induction type, which does not have brushes to cause wireless or TV interference, and is of a well-known make. The compressor unit is the same as that of the Mopal tyre inflator for mounting on the car, and is of an efficient and trouble-free type, with Cord piston rings and Oilite self-lubricating bearings. It produces 1½ cu ft a minute at a tested 70lb per sq in, which is compressed air in quantity and pressure entirely adequate for tyre inflation, paint spraying and clearing pipe lines, though not enough for those useful little pneumatic hand drills. A reconditioned compressor service is provided at 8s 9d.



The home compressor may be had with a mop and stone stand and tool chuck. Alternative belts for this and for the compressor are provided.

A simple unit, the grindstone, buffing mop and drill chuck stand fitted to the more expensive model needs no explanation. It was found that the motor provides sufficient torque to make both very usable and to drive a 6in circular saw for wood, fitted in place of the grinder as an "extra" at 12s. Other available extras are a spray gun (£2 5s) and a pressure gauge for the air line (18s 9d).

Throughout, the little plant is well made and finished. It is obtainable through accessory shops or direct from the makers, carriage free in Britain with a returnable deposit of 10s 6d for the case.

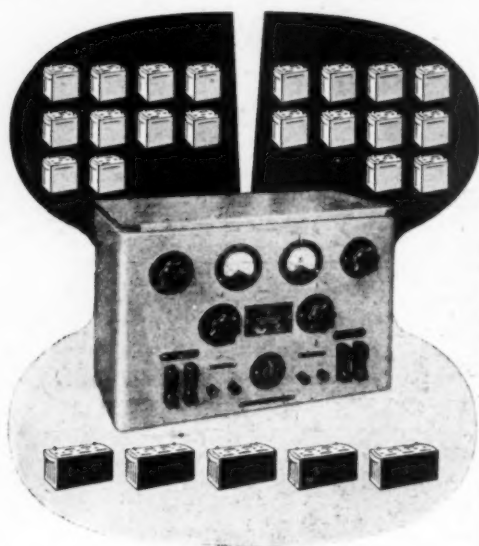


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A problem of grip and hold...



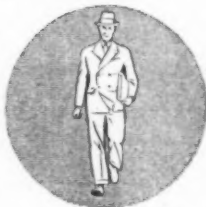
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employs BOSTIK Adhesives and Sealing Compounds. The correct grade of BOSTIK (or a combination of grades) which sticks and seals simultaneously, secures a perfect bond between almost any two materials. If your problem is not met with any of the BOSTIK standard grades, BOSTIK chemists will endeavour to produce the grade required. The first step is to ask the BOSTIK MAN to call by writing to:—

B. B. CHEMICAL CO. LIMITED, LEICESTER

The Autocar READERS' SERVICE

Week by week The Autocar answers by post many questions from readers on a wide variety of motoring subjects—technical, legal, touring, maintenance, sporting and general. A selection from these of wide interest is published as a regular feature. Readers wishing to use this service should address their queries to The Editor, The Autocar, Dorset House, Stamford Street, London, S.E.1. Only a selection of queries and answers can be published, in view of which letters should be stamped, self-addressed envelopes should be enclosed for a direct reply. It is requested that queries for this section be kept separate from other communications, and that questions which normally are addressed to manufacturers' service departments should not be regarded as eligible.

Artificial Running-in

I would like to know whether or not it is a good practice to begin the running-in of a new engine by driving it from an external source of power. R. A. W.
Waltham Abbey, Essex.

IF you have the necessary facilities available it would certainly be an excellent plan to run-in the engine by driving it from an external source. This is the method adopted by many manufacturers.

"No Parking"

I should like to know the law concerning the parking of cars outside private premises, and whether or not owners of such premises have the right to forbid parking. The privately erected "no parking" signs seem to be becoming more and more frequent. S. H. T.
Stirling.

AN owner of private property may not forbid motorists to park on the public roadway outside his premises. Generally speaking, only the police have authority to do this.

Kick Shackles

I have been overhauling the steering of my car and noticed that the right side front spring is fitted with a moving shackle at both ends, although the movement at the rear end is very much limited by two short coil springs attached to the shackle. What is the principle of this device? R. M.
Bridport, Dorset.

YOUR right side spring is fitted with a "kick shackle" developed by Americans to permit slight movement of the axle at that end, in order to absorb sudden road shocks without movement of the steering wheel.

No Battery

Last week when my battery was flat I connected up leads from a friend's battery to my own. After my car started we disconnected the leads, and by accident, one of my own battery leads came off. My car continued to run with one lead off. Why didn't my engine stop? L. T.
Harrow, Middlesex.

A BATTERY has to be used to produce the necessary spark for ignition during starting and, if a start is made with the starting handle, it is only necessary to

connect up a borrowed battery with light wires to carry the necessary current (using the starter is another matter, of course). However, as soon as the engine fires and builds up to a speed at which the dynamo starts charging, then all the necessary electricity is provided by the dynamo and the battery may be disconnected.

It would be difficult, of course, to run any distance without a battery because at any moment when the engine speed fell below the point at which the dynamo charged, the engine would immediately stop.

Austin Seven Speedometer

I have been running a 1931 Austin Seven for two years and have recently carried out an overhaul. It has not had a speedometer cable on it since I have had it, and now I intend to fit one but cannot find where the speedometer drive is taken off. Also, there does not appear to be a gear box oil level indicator, so what is the total capacity? J. C. L.
Canterbury.

ON this model the drive is in the top left-hand corner of the gear box rear cover, and should be readily visible. No dipstick or level indicating plug was fitted on the gear box but the capacity is 1½ pints.

Blown Gaskets

I have a 1947 Standard Eight which has done a heavy mileage but which has been carefully looked after. I now have trouble with the cylinder head gasket which blows in spite of tightening the head down really firmly and with every attention to the correct sequence of nuts. G. H. K.
Weybridge, Surrey.

IT seems that the cylinder head, or conceivably the block, has become distorted. You will doubtless have made certain that the two faces are thoroughly clean. In the case of distortion the offending surface must be machined down professionally. As a warning, for the future, always make sure that the nuts are tightened a little at a time. Always avoid undue force because it may distort even the cylinder bores.

Push Start

Amongst my friends an argument has been raging about the gear which should be used when a car is given a push or tow start, or started by letting in the clutch on a hill. Bottom, second and third were each claimed as the most suitable. What do you say? P. P. R.
London, N.W.3.

NORMALLY top or third. The braking effect of the engine is then not enough to stop the car before the engine has a chance to fire, and at the same time the

engine speed produced is enough to start the engine even if the "pushing speed" is low. It is usually as well (if the car is moving slowly, of course) to depress the clutch as soon as the engine comes to life, otherwise it may stall again.

Anglo-Eire Sale

I have a 1939 14 h.p. car which I find difficult to sell over here and I wondered whether you know any firm in Eire which buys cars for re-sale in England, where prices should justify shipping costs? Dublin. G. C.

IMPORT of cars into England from Eire is forbidden except in cases of bona fide change of address or for touring purposes. Even when a car is given an entry permit it must not be sold until it has been in Britain for at least two years.

Steam Cars

I am interested in steam propulsion for cars because there seem to be a number of advantages. Could you tell me of any snags? J. S.
Bishop's Cleeve, near Cheltenham.

ALTHOUGH steam cars have been manufactured in the past, they have not made any headway in recent years. This is mainly because they take too long to start, the units required are rather heavy, and unless large condensing plant is carried the water consumption is high. Condensing plant, of course, adds still more to the weight.

Loss of Pressure

My 1936 Standard Avon Sixteen has been rebuilt, including sleeving the cylinders, regreasing the crankshaft and so on. Although the car has covered only 8,000 miles since this work was completed, the oil pressure is at fault. On starting from cold it goes well up past the 100lb mark and then drops to 100lb after about 10 miles. It slowly drops back to 30 or 40lb after about 40 to 50 miles. If I speed up for a few miles, the pressure falls to 10lb and sometimes drops almost to zero, slowly building up again to about 40lb as my speed is reduced to 40 m.p.h. The engine was carefully run in, but I did have an oil filter burst because it was choked. This is a by-pass filter, so it should not have restricted the oil to the engine. A. J. S.
Gosport, Hampshire.

THE initial drop in pressure is caused by the oil warming up. The complete loss, however, may be caused by the oil pump either not pumping sufficient oil, or because it is leaking owing to worn bearings. You should also check the camshaft bearings. The fact that the oil filter burst shows that something is wrong, possibly with the relief valve mechanism.



The Delahaye with which Trevoux won the Monte Carlo Rally, at speed in the regularity and speed test. The Frenchman last won on a Hotchkiss.

THE SPORT

Conducted by S. C. H. DAVIS and
J. A. COOPER, A.M.I. Mech. E., M.S.A.E.

SO once more the "Monte" has come and gone, and the air is as thick as ever with thoughts of what would have happened if only the navigator hadn't made that small mistake somewhere, or the lights hadn't gone out at a crucial moment, or a wire hadn't broken in the ignition system and taken half-an-hour to put right, or the driver hadn't missed a gear change in the acceleration

test, and many other similar familiar plaints. But there are no ifs and buts in motor sport, and the only thing to do now is to start preparing for the next one, profiting by the experience gained this time.

Anyway, it was certainly a good rally, even if it wasn't quite as devastating as last year's. Things stick in the memory, some of which one saw, others one heard about; the Loebenbrucks' Simca, upside down on its roof near Grasse, crew almost unhurt; the Barendregt Kaiser, so bent about the bonnet and roof that it was difficult to imagine that the car had completed the course without losing a mark, and the other large American car which appeared—from the shape of its frontal section—to have met the pointed end of a snow plough head on and dead centre. Likewise the horrified expressions on the faces of the occupants of the Citroën which shed its transmission during the special test; and the almost equally horrified expression on the face of the British driver who went to bed for a nap on arrival in Monte Carlo, and then got up and came downstairs to go out in the evening, only to find it was nearly time for breakfast.

The Jupiters certainly put up a wonderful show, and if only—there we go again—Tommy Wise's engine hadn't stalled on him in the first test, they might have had the team prize as well as the grand slam in their class. But we mustn't be greedy, and, all in all, we have no real reason to be dissatisfied with the results this time.

Apologies to all those who have rung up this office during the Monte Carlo Rally period in order to get the customary sage advice from the master or to hear the dulcet tones of the mistress. The master felt the need of Mediterranean air

and has been making his arduous way (1951 sports saloon, with heater and radio) down to the Principality, where he has cast the odd eye on sundry types who have been converging therein for what seems ages and for no very apparent reason. More of that previously. The mistress has been laid up with the flu, having had her temperature raised a few degrees as a preliminary by Rally excitement.

There is no truth in the rumour that her exclamation, "I think I'm going to be laid up," was responsible for the premature skipping across the Channel of the aforesaid sports saloon.

THE fourth Rallye Soleil Cannes, which has been gaining in importance and interest each year, will be held this year from April 15 to 20. Competitors will have a choice of 19 starting points (including London), and must cover a road section of approximately 600 miles at a

THE MAN AT THE WHEEL

R. M. Dryden

The name of "Curly" Dryden should need no introduction to the vast majority of motor racing fans in this country, because of the run of successes enjoyed by its owner in the last three seasons and of his genial personality. In private life—if it can be so called—mine host of the George Hotel at Dorchester-on-Thames, Curly competed in many events at the wheel of a 3½-litre Jaguar 100 and a single-seater Q-type M.G. Midget, but it was not until the introduction of the half-litre brigade of motor racing that he really found his form.

With his familiar light-green Cooper, powered by a single o.h.c. Norton engine tuned and maintained by expert Francis Beart, Dryden has won most of the big events in the 500 c.c. world at one time or another: he has been particularly successful at Goodwood, which he has made almost a Dryden covert,



and abroad Zandvoort has been his most profitable venue. Some of his duels with Peter Collins at Goodwood will long be remembered, and the sight of the Dryden Cooper, distinctive both by its colour and by the lack of the usual Cooper air scoops on the engine cowling, receiving the chequered flag has become almost part of the Sussex scene.

His plans for the coming season involve the installation of his faithful Norton engine in a new J.B.S., product of ex-speedway rider Alf Bottoms, with which Curly—so called by the same peculiar inverse humour which results in plants being referred to as Tich—hopes to maintain his enviable record. Meanwhile, he continues to dispense hospitality and radiate good humour in his aforementioned licensed premises, where motoring characters are wont to congregate to reminisce over the past and speculate on the future of the sport.

COMING SHORTLY

- FEBRUARY 2.**—Half-Litre C.C. (500 Club.). Annual dinner and dance, London.
2.—B.A.R.C. Midnight Matinee film show, Curzon Cinema, Curzon Street, London, W.1, 11.15 p.m.
3.—Vintage S.C.C. Northern section a.g.m. and annual dinner at the Crescent Hotel, Ilkley, 6.30 p.m.
4.—Hagley and D.L.C.C. Clee Hill Trial, starting from the Plough Hotel, Wenlock Edge, 10 a.m.
4.—Kenish Border C.C. Best Cup Trial, starting from the Bull Hotel, nr. Swanley, Kent, 10.30 a.m.
4.—Yorkshire Sports C.C. Trial, Lotherdale.
4.—Plymouth M.C. Trial, Devon.
7.—Midlands M.E.C. A.g.m. at White Swan, Edmund Street, Birmingham, 7.30 p.m., followed by film, *Endurance*.
8.—Southsea M.C. Film show at Portsmouth aero club, 8 p.m.
11.—Southsea M.C. President's Trophy Trial, starting main square, Haslemere, Surrey, 10 a.m.
16.—Fiat 500 Club. A.g.m. at the Red Cow, Hammersmith Road, London, W.6, 7.30 p.m.
16.—Mid-Cheshire C.C. First annual dance at Lodge Hall, Oulton Park, nr. Tarporley, 8 p.m.
17-18.—Peterborough M.C. Night Navigation trial, North Buckinghamshire.
18.—Vintage S.C.C. Boleley Rally.
23.—Sporting O.D.C. Film *Royal Silverstone* and talk, Chequers Hotel, Whipsnade, 7.30 p.m.
25.—Midlands M.E.C. Route finding competition, starting at The Talbot, Hartlebury, 2.30 p.m.
MARCH 3-4.—North Staffs M.C. Invitation rally with five starting points. Finish at Burnham-on-Sea.

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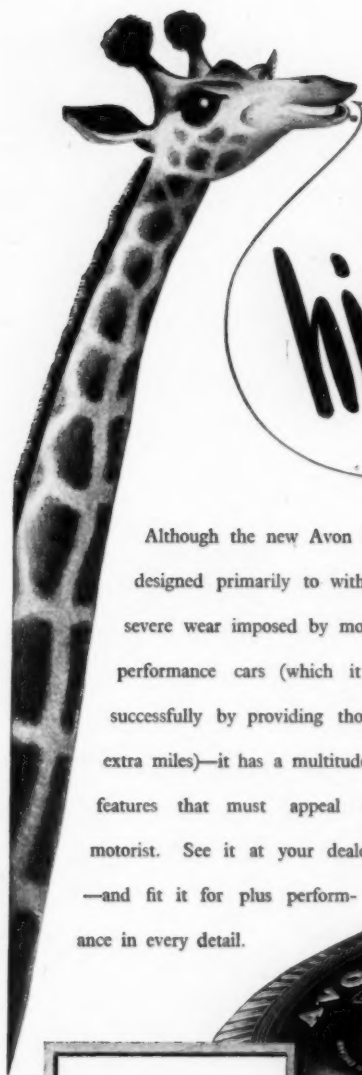
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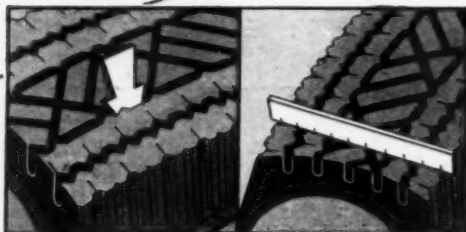


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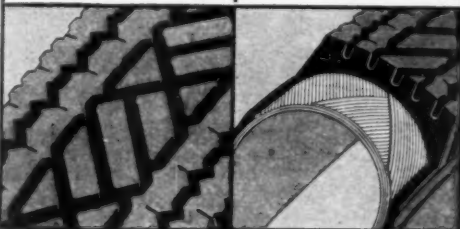
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THE SPORT

31 m.p.h. average before reaching Rheims; thence to Saint Vallier-de-Thiery (near Cannes) the average will vary according to the size of car. There will then be a timed hill-climb at the finish, and a speed, manoeuvrability and braking test in Cannes itself. Cars will be divided into five classes: 750 c.c., 1,100 c.c., 1,500 c.c., 2,000 c.c. and unlimited.

The rally has been won by a British car for the last two years, an Allard last year and a Riley the year before. The organizers, therefore, are hoping for a large British entry to defend this success. Entries (at single fees) are open until March 15, with a set maximum of 250 cars, 50 per class. Enquiries to the R.A.C. or the Automobile Club de Cannes, 21, Quai St. Pierre, Cannes A.M., France.

GOOD news for West Country speed trial enthusiasts is that the Cornwall Vintage C.C. have at last—and almost certainly—obtained the use of an airfield. Three events run by the club have dates in the national calendar—a rally on May 20, which will be a closed invitation event, a closed speed trial on July 8, and a closed invitation rally on September 2. No doubt the new venue will be used.

NO trial could have failed to be a success in the Chiltern Hills last Sunday, with the night frost followed by almost uninterrupted sunshine. Cold, certainly, but competitors in the M.G. club's event did not have a chance to worry about that. The start was at Chesham, the route through the truly rural areas, well—very well—off the main roads, down to the south of the London-Oxford road and back to Aston Rowant.

Icy surfaces rather than mud caused most of the failures, although lack of ground clearance took its toll of the T.C.s, particularly on Crowell Hill which, although the lower reaches were used, was hard, slippery and rutted. T. A. Davidson, N.W. London club, was the most unfortunate, collecting a tree at Shillingridge Wood with his V8 Ford, severely bending the front axle and suffering a nasty cut lip himself.

Differences in technique were most clearly shown at Maidens Grove, where a restart had to be made on a hard and slippery clay track. R. N. Richards in a Ford Ten special used his torque to make a really smooth pull away at a mere handful of revs, contrast being provided by R. Butler who, in a similar special, used so many revs that something had to happen—in his case the right thing.

In the award list M.G.s appeared only where others were ineligible but this was no disgrace in the conditions.

Provisional Results.
Best M.G. club member driving an M.G.: R. W. Christmas. Best M.C. club member driving M.C.: R. A. M. Gilbert. Best invited club competitor, 1,172 Cotton (A. R. C. Smith). Best invited club novice, 1,172 Palfrey (E. H. Manners). First-class awards: 1,172 Dellow (G. L. Hapcock) 1,172 Dellow (A. E. A. Day), 1,172 Lotus (H. Lawson), 1,172 Price (D. W. Price).

THIS year a Rally Star is to be awarded by the British Trials Drivers' Association, based on performances in four forthcoming events. These are the M.C.C. 1,000-mile rally (date as yet unfixed), the R.S.A.C. Scottish Rally (May 14-18), the Lancashire A.C. Morecambe rally (May 25-27) and the R.A.C. British rally (June 4-9). Marking will be similar to that used in the Gold Star competition, the allotment of marks up to a maximum accord-

ing to the position of the competitor in the results, best three events to count. For full details you must wait until April when hon. secretary D. G. Flather returns from furrin' parts, but the same car must be used in all the rallies and it must belong to the driver.

Events for the B.T.D.A. Gold Star are as follows, subject to each club agreeing to carry out the R.A.C. differential test:—Coe Hill trial (Hagley and District L.C.C.), Presidents Trophy trial (Southsea M.C.), Colmore Trophy trial (Sunderland), 4-44 Trophy trial (Yorkshire S.C.C.), Cockshott trial (M.G.C. North-West), Derbyshire sporting trial (Lancs. and Cheshire C.C.), 220 Challenge Trophy trial (Plymouth M.C.), Davis Trophy trial (Lancs. and Cheshire C.C.), Allen Trophy trial (Taunton M.C.), Knott Cup trial (W. Hants and Dorset C.C.), Cheltenham M.C. trial, M.C.C. Sporting trial, High Peak trial (Sheffield and Hallamshire M.C.), Boscom Trophy trial (Maidstone and Mid-Kent), Cottingham Memorial trial (Harrow C.C.), Kentish Border C.C. trial, Gloucester trial (North West London M.C.), and Roy Felsten trial (Bristol M.C.).

SNIPPET culled from the treasurer's report of the B.A.R.C. presented on January 19 is that there is a likelihood of plans being announced during the coming season for the British Motor Sports Fund, now standing at £2,222 8s 7d. No grants were made from it last year.

THE annual dinner and award presentation of the Sporting Owner Drivers' Club comes round on March 16—7 p.m. at the Bell Hotel, Aston Clinton. The date also represents an unofficial deadline for details of members and their cars, as a register is being prepared. Members are asked to send these to the secretary (W. P. H. Lockhart, 50, Eaton Bray Road, Northall, Dunstable).

JUST over 150 members went to the Hendon Hall Hotel on January 19 for the North London Enthusiasts' dinner-dance, J. C. C. Mayers receiving the Brooklands Memorial Trophy during the evening. Available and desirable pots were increased for the coming season by the offer by Mrs. A. F. Rivers Fletcher of a challenge cup to be won in an event confined to lady drivers. (This restricts the availability aforesaid unless certain members are adept with grease paint and are prepared to be firm with the razor.) Paul Verdier, of the Berkhamsted club, proposed the main toast, recalling with some pleasure—and deserved satisfaction—how the two clubs had successfully cooperated for the Tewin Water speed trials last August, and Mrs. E. Findon presented the awards.

VARIOUS protests having been upheld concerning the 1,000 Miles Rally held by the M.C.C. in November, the following amendments to the results apply:—Up to 1,100 a.s. closed; 2, Renault 1055 (R. J. Atwood); 3, Wolcott 1018 (G. Hale). Up to 1,000 a.s. closed; 1, Citroën 1911 (R. W. Horton); 2, Singer 1506 (O. A. Duff); 3, Sanderson-Talbot 1948 (J. R. S. Slater). Special cars, any category: 2, Invicta 4300 (P. Hennessey); 3, Riley 1125 (E. L. Burgess).

CLUB NEWS

Sheffield and Hallamshire M.C.—In the treasure hunt and main road trial held on January 21, 45 starters covered a 50-mile route in the Peak District of Derbyshire. Competitors had to find 13 clues and answer four questions, keeping up an average speed on the route of 15 m.p.h. Results: 1, Ford (P. Whetham); 2, Ford (J. W. Fleetwood); 3, M.G. (Mrs. R. A. Hopkinson).

Southsea M.C.—At the film show to be held on Thursday, February 8, at the Portsmouth Aero Club, the programme will

continued

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CLUB NEWS

include T.T. 1950, Royal Silverstone, Log Book 1950, which includes the Veteran C.C. Rally, Scottish hill-climb, the production car race; Shell Cine-magazine 18 and Grand Prix 1949. Tickets, 1s 6d.

Closing date for entries for the President's Trophy Trial to be held on Sunday, February 11, is Monday, February 5. (Entry fee £1 1s for members of the Southsea club, and £1 5s for members of invited clubs.)

Fiat 500 Club.—The annual general meeting will be held on Friday, February 16, at 7.30 p.m., at the Red Cow, Hammersmith Road, London, W.6 (opposite Cadby Hall). All members and Fiat owners will be welcome.

Bugatti O.C.—The annual prize-giving was held on January 14 at the Commonweal House Country Club, near King's Langley. Geoffrey Battersby presided and, in spite of the weather, the usual array of interesting

The death is announced with regret of Mr. Leonard W. Root, senior partner of Root's Motors, 122, Portsmouth Road, Long Ditton, Surrey. Mr. Denis A. C. Root will take over his father's duties.

Mr. L. H. Cooper has been appointed chairman of the Mond Nickel Co., Ltd., Sunderland House, Curzon Street, London, W.1. Mr. L. K. Brindley has become managing director and Mr. L. A. Bailey and Dr. L. B. Pfeil have been made directors.

The death is announced with regret of Sir Harry Harley, C.B.E., of Coventry, chairman of the Coventry Gauge and Tool Co., Ltd. He had been in indifferent health for some time and died at sea, on his way to Australia for convalescence. Sir Harry was a founder member of the Gauge and Tool Makers' Association.

The Glacier Metal Co., Ltd., of Alperston, Middlesex, will handle all their exports directly or through local agents or distributors whom they themselves ap-

cars appeared. Notable winners at the presentation of awards were Peter Stubberfield, with three challenge trophies, Sydney Allard who was Victor Ludorum, and hill-climb championship winner Dennis Poore, who collected a fine bunch of f.t.d. awards.

North Staffs M.C.—A closed invitation rally will be held on Saturday and Sunday, March 3 and 4, for members of the club and the following invited clubs: Severn Valley, Bugatti O.C., Bristol, Vintage, Nottingham, Shenstone and Liverpool. Entries by Thursday, February 15, to the secretary of the meeting, A. P. Hitchings, The Gables, Acton, Newcastle.

Mid-Cheshire C.C.—The first annual dance will be held at the Lodge Hall, Oulton Park, near Tarporley, on February 16. Tickets 10s 6d from R. B. Dawson, honorary secretary, 215, Chester Road, Hartford, Northwich, not later than February 9.

IN BRIEF

point, as from May 9. The present arrangements where Speciallold, Ltd., through their representatives, H. A. Riedl, Ltd., act for the company in some export markets will then terminate.

Mr. Lionel H. Pugh, chief of the automobile firm of his name, at 13-14, Brooks Mews, London, W.1, died on January 20. Between the wars his business was conducted in South Molton Street, London.

The fund of the Motor Industry Research Association towards the cost of establishing a high speed test track for the British motor industry has been increased by £1,000 contributed by the Goodyear Tyre and Rubber Co., Ltd.

Mr. D. A. C. Dewdney, research manager of the Esso Development Co. since 1949, has been appointed co-ordinator of refinery operations. He will now be responsible for co-ordinating the manufacturing and refining activities of the Anglo-American Oil Co. with other departments and affiliates of the company.

INFORMATION SOUGHT

Correspondence, addressed c/o *The Autocar*, can be forwarded on behalf of readers seeking the following information and handbooks:—

No. 15707.—Back Number Required
"J. C. B."—*The Autocar* for May 7, 1948.

No. 15708.—1935 1½-litre Riley Falcon
"A. R. A."—All possible information and a handbook.

No. 15709.—1936 20-90 h.p. British Salmons
"H. C."—General information and experiences with the two-seater model.

No. 15710.—1936 Riley Twelve Merlin
"J. E. C."—All possible information and a handbook.

No. 15711.—1938 VA-type 1½-litre M.G.
"E. B."—General experiences and a handbook.

No. 15712.—1937 Morris Eight
"C. W. A."—All possible information and experiences; also a handbook.

No. 15713.—1935 Riley Merlin
"H. F. W."—General information and a handbook.

No. 15714.—1938 Triumph Dolomite
"A. G. B."—All possible information, particularly fuel consumption.

No. 15715.—1932 7 h.p. Jowett
"M. C. I."—Hints and tips on maintenance and overhaul, also a handbook.

No. 15716.—1936 Morris Ten
"C. G. S."—Maintenance information and a handbook.

No. 15717.—1934-35 Lancia Augusta
"D. L."—General information and a handbook.

No. 15718.—1929 M.G. Midget
"J. C. W."—Notes on stripping and overhauling and also a handbook for the M-type model.

No. 15719.—1933-34 Singer Nine
"S. G. N."—General information and a handbook.

No. 15720.—1928 20h.p. Daimler
"G. P."—All possible information and a handbook.

No. 15721.—Motoring in Scotland
"J. C. D."—General information on touring the Highlands with a 10 h.p. car, and details of accommodation at reasonable cost on the Isle of Skye.

No. 15722.—Willys Overland
"W. G. M."—All possible information and a handbook.

No. 15723.—1934 Talbot 95
"C. H."—All possible information and a handbook.

No. 15724.—Catalogues Required
"W. B. C."—Modern American and Continental cars.

No. 15725.—Handbooks Required
"W. M."—1933 Riley Fourteen.

"A. B. S."—1937 1½-litre Riley Kestrel.

"W. W. C."—1938 Morris Ten.

"L. J. M."—1938 14-56 h.p. Wolseley.

"J. A. W."—1933-34 s.v. Morris Minor.

"C. K."—1936 Lancia Augusta.

"J. P."—Daimler fluid flywheel and self-changing gear box, type 25708.

"B. T. D."—1934 Nash 1220.

"L. S."—1931 8 h.p. Singer.

"R. M."—1932 Standard Little Nine.

"K. M. A."—1934 Singer Nine Sports.

"R. A. W."—Type 57 Bugatti.

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1949 AUSTIN A.70 (reg. July '49), grey, leather upholstery, very attractive	£1,195
1948 FORD 10 Prefect saloon, black, beige interior, 8,000 miles only. Unblemished	£695
1947 HILLMAN Minx sun roof, 4-door saloon, grey carefully maintained	£665
1948 HILLMAN Minx drop head coupe, smoke grey, 14,000 miles, superb cond.	£775
1948 HUMBER Super Snipe saloon, black, beige upholstery, 15,000 miles	£1,075
1947 M.G. "TC" sports 2-seater, black, green hide, excellent performance	£615
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1948 SINGER Super 10 saloon, black, brown interior, 12,000 miles, recommended ...	£695
1939 ROVER 12 de luxe saloon, black, brown leather. Very well kept throughout ...	£595
1948 ROVER 60 sun roof saloon, black, green hide, heater, one careful owner, 19,000 miles	£1,245
1949 STANDARD Vanguard saloon, steel grey, leather, upholstery, 9,000 miles ...	£965
1948 TRIUMPH 1800 Roadster, grey, blue leather, 14,000 miles, perfect condition ...	£915
1949 VAUXHALL Wyvern saloon, black, beige upholstery, one owner, low mileage	£895
1948 WOLSELEY 14.60 de luxe saloon, (Reg. July '48) black, brown hide, excellent throughout	£895

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1946 MORRIS 8 Sun Roof Saloon, black/brown	£499
1948 MORRIS 10 Sun Roof Saloon, black/brown, 1 owner	£675
1946 MORRIS 10 Sun Roof Saloon, black/brown	£575
1949 VAUXHALL Velox Saloon, black/beige, radio, heater	£915
1949 VAUXHALL Velox Saloon, black/brown, excellent condition	£899
1949 FORD Anglia Saloon, light green, beige leather	£595
1946 FORD Anglia Saloon, black, red Benzine	£445
1948 AUSTIN A.40 Saloon, must green, beige leather	£750
1949 STANDARD Vanguard Saloon, black/red, 6,000 miles	£975
1946 STANDARD 8 Tourer, black/brown	£355
1948 TRIUMPH Roadster, grey/blue, unmarked	£875
1946 JAGUAR 13-litre Saloon, black/brown	£799
1940 AUSTIN 10 Sun Roof Saloon, black/blue	£475
1939 AUSTIN 10 Sun Roof Saloon, black/brown	£349
1938 AUSTIN 10 Sun Roof Saloon, black/green	£349
1935 AUSTIN 10 Sun Roof Saloon, black/blue	£215
1938 AUSTIN 10 Sun Roof Saloon, black/brown	£285
1938 AUSTIN 7 Ruby Saloon, green/green	£235
1939 FORD Prefect Saloon, black, red leather	£379
1939 MORRIS 10 Sun Saloon, black, red leather	£389
1939 HILLMAN Minx Sun Roof Saloon, black, red leather	£385
1939 HILLMAN Minx Drophead, Maroon, red leather	£379
1938 MORRIS 8 Sun Roof Saloon, black	£225
1937 FORD 8 Saloon, Sun Roof, green, green rexine	£349
1937 ROVER 16 Saloon, black/blue	£285
1936 JAGUAR 2 1/2-litre Sun Roof Saloon, green, green leather	£285
1935 BILEY 15 Sun Roof Saloon, black/maroon	£375
1950 LLOYD Roadster, low mileage, 1 owner	£375

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1949 FORD Prefect Saloon, black, brown leather, 11,000 miles	£749
1949 FORD Prefect Saloon, pale green, radio, 12,000 miles	£755
1947/8 FORD Prefect Saloons, choice of 3 from	£479
1949 FORD Anglia Saloon, beige, brown, 8,000 miles	£585
1949 MORRIS Oxford Saloon, grey, loose covers, 11,000 miles	£945
1937 MORRIS 14 Saloon, black, brown leather, good condition	£330
1949 MORRIS Minor Saloon, maroon, 12,000 miles, 1 owner	£735
1947 MORRIS 8 Saloons, black, brown leather, choice 2 from	£495
1937 MORRIS 8 Saloon, blue and black, sound condition	£255
1940 MORRIS 10 Saloon blue blue leather	£349
1949 HILLMAN Minx Phase III Saloon 12,000 miles 1 owner	£869
1939 HILLMAN Minx Saloons choice of 6 from	£355
1938 HILLMAN 14 Saloon black, blue leather	£275
1948 STANDARD Vanguard Saloon beige 12,000 miles, radio	£895
1947 STANDARD 14 Saloon grey, blue leather, sun roof	£965
1947 STANDARD 8, 4-seater Tourer, black, nominal mileage	£415
1947 STANDARD 12 Saloon, black, heater, refrigerator	£369
1938 STANDARD 12 Saloon, grey, brown leather, good condition	£369
1949 VAUXHALL Velox Saloon, black, radio, heater, 1 owner	£899
1946 VAUXHALL Wyvern Saloon, grey, heater, radio	£855
1946 VAUXHALL 14 Saloon, black, brown leather, moderate mileg.	£675
1940 VAUXHALL 12 Saloon, black, brown	£425
1938 VAUXHALL 12 Saloon, black, brown leather	£379
1938 VAUXHALL 10 Saloons, choice of 3 from	£359
1947 TRIUMPH Roadster, black, brown leather, radio, new hood	£815
1946 AUSTIN 10 Saloon, 22,000 miles, black/brown	£745
1946 M.G. T.C. 1600 green. Exceptional	£575

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 10 h.p. Sports Saloon, 1946, sparkling little motor, fitted radio, moderate mileage only £495
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 14 h.p. Saloon, 1946, immaculate condition, low maintenance, small mileage, one very careful owner £875
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SPECIALIST CARS

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 10 h.p. Cabriolet, 1935, dark red, hood and upholstery to match, exceptional value, 3 new Goodyears £225
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 12 h.p. Ascot Saloon, 1939, full 4-seater body, the most popular and useful general-purpose car produced, very outstanding appearance and macho, order £495
 12 h.p. Saloon de Luxe, 1946, immaculate throughout, nominal mileage, one owner since new, heater, etc. £695
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1949 JOWETT Javelin Saloon, 7,000 miles ..	£1,035
1949 SINGER S.M. "2,000" Sal., 5,000 mls. ..	£1,045
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A.S. Cars Wanted

CASH immediately for good A.C.—H. P. Edwards, 154, Gt. Titchfield St., W.1. Langham 0012 (1560)

Alfa Romeo Cars Wanted

ADLER 11hp wanted, must be reasonable.—Details to Hamblin, 2, Ashby St., Leeds 3. (1392)

ALFA-ROMEO

BARTLETT, the Alfa-Romeo always in stock.—27a, Peckbridge Villas, W.11. (9412)
PERFORMANCE CARS, the Sports Car Specialists, of J. Dauchman Mews, Beause Lane, N.W.3 (Ham 1111), offer with a 3 months' written guarantee 1939 Alfa-Romeo 182hp 2.3A drop head by Finin Farina: £600.—See under Sports Cars.

Alfa-Romeo Cars Wanted

BARTLETT, the Alfa-Romeo specialist, 27a, Peckbridge Villas, W.11. (9407)
HOWLAND SMITH'S, the Alfa-Romeo buyers—Hamstead High St. (Hamstead Tube), Ham. 6041, 197, Fulham Rd., Kensington, W.8.3, are keen buyers of late models. Faxman 9052. (104)

Alfa-Romeo Spares and Service

THOMPSON & TAYLOR (BROOKLANDS), Ltd., Spares and service for Alfa-Romeo cars.—Brooklands Park, Weybridge, Byfleet 520. (10124)
DAVIRLEY MOTORS, (proprietor N. R. Mann), D. Coombe Rd., New Malden, Surrey, are now producing special workover on Alfa-Romeo chassis to suit customers' requirements; examples will be found in our showrooms.—Tel. Malden 4405. (9531)

ALLARD

W. HAROLD PERRY, Ltd., Invicta Works, 279, Ballards Lane North Finchley, N.12. Tel. Hillside 4444.

1949 Allard sports 2-seater, mileage 5,000, colour metallic grey, very, very, 2550.
W. HAROLD PERRY, Ltd., Invicta Works, 279, Ballards Lane, North Finchley, N.12. Tel. Hillside 4444. (1811)

CAR MART, Ltd.

1949 Allard drop head coupe, 11,000 miles; £950.

1949 Allard saloon, 12,000 miles; £1,025.—Car Mart, Ltd., 520, Euston Rd., N.W.1. Euston 1212. (1098)

BROOKLANDS for individuality.

1950 Allard sports 2-seater, maroon, red leather, speedometer reading 2,000 miles.
1950 New Bond St., London, W.1. Mayfair 8561.6. (1816)

DAENHAM MOTORS, Ltd., offer the following car:—

1948 Allard 4/4 coupe, black, brown hide, high speed 431/10,000 miles.
56, Park Lane, W.1. Recent 4066. (9006)

CHIPSTEAD MOTORS, Ltd.—See Sports Car column.

1949 model Allard drop head fourseater coupe, grey, as new; £685.
1949 Allard 2-seater, red; £235.—Park Garage (Molesey), Ltd., Hampton Court Way, Molesey, Tel. 4371. (1972)

1948 Allard 2-seater, 7,000 miles, perfect. £545.
1948 Allard 2-seater, grey, 8,000 miles, one owner, Roadwell 6011.
1948 Allard 2-seater, 7,000 miles, perfect. £545. (1398)

GOLDERS GREEN.—H. A. Saunders, Ltd., Golders Green.—1949 Allard 2-seater, grey, 8,000 miles, one owner, Roadwell 6011. (1398)

1948 (October) Allard superb coachbuilt sports saloon, 14,000 miles, and ably the soundest Allard on the road. £585. Below (1832)

1949 (February) d.h. coupe, fitted special coachbuilt full 4-seater body, negligible mileage. Very new, radio, £585. Below (1832)

J. type Allard, very attractive 2-seater body, full all-weather equipment, Mercury engine, aluminium body, Veritas mascot, 3.5 size, nearly new tyres, very low mileage; £725.—G. Portobello Mews, W.11. Park 9056. (1832)

1949 series Allard drop head fourseater coupe, mileage recorded 9,000-odd, steering column gear shift, etc. positively unblemished condition throughout, is Oxford bus with grey leather interior, cost £1,575, accept £895, terms, exchange; distance no object.—B.S.P., Ltd., 445, Waterloo Rd., Backpool, Tel. 4529 (2500)

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BOX NUMBERS

For the convenience of private advertisers Box Number facilities are available at an additional charge for 2 words plus 1/- to defray the cost of registration and postage except in the case of advertisements for 1950 cars and current models in which the name and address or name and telephone number must be included. Replies should be addressed to, "Box 6800, c/o 'The Autocar,' Dorset House, Stamford Street, London, S.E.1."

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ROSE & YOUNG, Ltd., offer 1948 Allard 4-seater (4-seater), exceptional condition, red, £750—42-48, St. Andrew Ave., Weymouth 2111, 8 W 2 11 and St. Andrew Hill station. Tulse Hill 6464. (1707)

1948 (August) Allard open 4-seater, fitted June, 1950, 2.5 Mercury engine and transmission, unmarred condition throughout, very carefully used, £600.—Fitzpatrick Service Garage, London Rd., Ford 5206. (1679)

795 gns.—May 1948 sports 2-seater, crimson, red leather, radio, one owner, 13,400 miles, very carefully used, exceptional condition; terms, exchange, just open 9-7 week-days and Saturdays—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. (2036)

Allard Cars Wanted

WANTED, Allard, any type considered.—G. Portobello Mews, W.11. Park 9056. (1560)

BARTLETT, the Allard buyers—27a, Peckbridge Villas, W.11. Peckbridge 0551. (9412)

BRITISH & COLONIAL MOTOR CO., Ltd., require good 1948 Allard cars.—Upper St. Martin's Lane, W.C.2. Tel. 5549. (1759)

£855 offered for genuine 1949 drop head in good condition.—B. E. Giles, 5, Rowland Avenue, Quinton, Birmingham, 32. Tel. (9-5) Amethwick 9364. (1052)

Allard Spares and Service

A. LARDY'S MOTORS, Ltd., for an Allard spare—25-25, Acton Lane, London, W.3. Branton 6451. (1560)

ALLARD MOTOR CO., Ltd., Service Dept., 51, Upper Richmond Rd., London, S.W.15. Tel. Vandyke 2533. (1560)

ALVIN COACHWORKS, of Fulham, a success story. E. London, S.W.6. Tel. Fulham 4061.—Specialists in Allard body repairs, body fitting for all models in stock.

ALLARD MOTORS, Ltd., 164-165, Bristol Rd., Birmingham, 5 (Tel. Midland 5061) for new and used Allard spares and service. Distributors for Warwickshire, Leicestershire and Northamptonshire.

ALVIS

BROOKLANDS for individuality.

ALVIS distributors have latest models for inspection and early delivery, details on request.

1948 Alvis 14hp saloon, black, grey leather, speedometer reading 16,000 miles, examined and approved by makers.

1948 Alvis 14hp saloon maroon, Dunlop Dunlopster, speedometer reading 13,000 miles, examined and approved by makers.

103 New Bond St., London, W.1. Mayfair 6551.6. (1815)

CLAND & TABOR, Ltd., offer:—

1937 4.5 Alvis saloon, ex-property well-known motorist and in excellent condition, works maintained, one owner, £675.

1938 Alvis 12/70, finished in maroon and in excellent condition throughout, £525.

APPLY: Welwyn 481. (1778)

1937 Alvis Silver Crest 4-door saloon, very nice motor car; £375.

MANOR CIRCUS MOTORS, Ltd., Benson, Service Station, Lower Mortlake Rd., Richmond, 12117. Richmond 4004. (12117)

GORDON CARS (LONDON), Ltd.—1949 Alvis drop head coupe, black, red, 7,000 miles, below.

GORDON CARS (LONDON), Ltd.—1948 Alvis 14hp, in excellent order throughout.—Gordon House, Euston Rd., N.W.1. Euston 6611. (1675)

1940 Alvis 12-70 saloon, black, engine recently overhauled and deered, what offer!—Ritchie Station Devices 370, Monday to Friday only. (1342)

£195 Speed 20 sports as above 1935, free 12-month third-party insurance, 5 months written guarantee, Stuart Wilton 353 Finchley Rd. N.W.3. Hampstead 5712 and 8532. (11778)

1939 Olympia Show car, low mileage, radio, Ace discs, double sunshade roof, one of the most distinguished cars on the road, in beautiful order, taxed year, £1,150.—Osborn, 24, Townshend Rd., N.W.8. (1910)

ALVIS Speed 25 Charlesworth as above 1936, marooned third grey, complete mechanical reconditioning, excellent tyres I.P.S., built in tanks automatic lubrication, a sound car with a fine performance a genuine bargain at £700 only.—54a Park Row, Northampton 4644. (1903)

4.3-LITRE Alvis 1937 Charlesworth saloon, fitted with rule order £112 engine overhauled by Alvis 1949, new shockers, King pins etc., 1948 95 mph 18 mpg at 60 mph, fitted heater, £700.—Chapman, Tel. Chiswick 1240. (1940)

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

AUSTIN TEN
DICKS CAR SALES offer—
1947 Austin 10 saloon, one owner, carefully used, £650.
DICKS CAR SALES, Ltd., 305-301, High Rd., KILBURN, Middle Vale 6866-9.
S. O. SMITH (MOTORS), Ltd. offer—
1939 Austin 10 Cambridge saloon, immaculate condition; £410; 50 other guaranteed used cars.
S. O. SMITH (MOTORS), Ltd., 265-267, Rye Lane, Peckham, S.E.15, New Cross 0660.
1934 Austin 10 tourer, good condition, £165.—
1937 Austin 10 Cambridge saloon, good condition; £255.
1947 Austin 10 saloon, guaranteed small mileage, £665—**Werner Garage**, 315, Finchley Rd., Hampstead, N.W.3, Ham. 2221, Mai. 1627.
1947 Austin 10 saloon, one owner, very carefully maintained, £675.
HILLINGDON MOTORS, 345-7, Long Lane, Western Ave., Hillingdon, Tel. Uxbridge 412.
1935 Austin 10 Litchfield saloon, amazing condition, guaranteed, £265.
G. W. WILKIN, Ltd., 1, Weston Park, Kingston-on-Thames, K.M. 2241.
1939 Austin 10 Cambridge de luxe saloon, grey, first-class condition; £425.
1937 Austin 10 Cambridge de luxe saloon, black, very genuine car; £240.
1937 Austin 10 Cambridge de luxe saloon, black, recent engine overhaul, nice appearance; £340.
1939 Austin 10 Cambridge de luxe saloon, blue, splendid appearance, excellent chassis; £425.
1940 Austin 10 saloon, late type, latest type bonnet, one owner, black with brown interior; £445.
MAGDOEN MOTORS, 1, Trinity Rd., Woking, Surrey, Woking 5075.
1946 Austin 10 saloon, black with brown leather interior, one owner, £400.
FERRARIS OF CRICKLEWOOD, Ltd., 200-202, Cricklewood Broadway, N.W.2, Q.M. 2334.
1945 Austin 10 saloon, black, excellent condition throughout, £350.—**Haslam, Ledbrooke**, 1155, (1632)
£475—1959 Austin 10 de luxe saloon, black, non-synthetic upholstery, excellent condition throughout.
MAKIN & HARRISON (MOTORS), 492-6, High Rd., Chiswick, Chiswick 0556-2619.
£595—1946 10hp Austin sunbeam saloon, excellent condition.—**Le Grice Estate**, 107, Old Bromington Rd., S.W.2.
1940 Austin 10 de luxe saloon, guaranteed; £475, payments.—**Oldfield**, 4, Russell Gdns, Mews, Remington, Park 7793.
1940 Austin 10 saloon, excellent, guaranteed; £400, payments.—**Vaughan**, 17, Astwood Mews, S.W.7.
1939 Austin 10 Cambridge saloon, immaculate new Dunlops.—**Lonell H. Pugh**, 15/14, Brooks Mews, W.1.
FAYRIS & SONS, Ltd. offer 1947 Austin 10 saloon, J. Black, in exceptional condition, £695.—**Morris House**, Morden Rd., S.W.15, Leyton 4636.
1936 Austin 10 saloon, recently recommissioned Sunninghill, Austin 1120 (office hours).
1947 model Austin 10 sun saloon, excellent condition throughout, £325.—**Albery & Bernard**, 572, Kings Rd., Chelsea, Flaxman 7345.
1940 Austin 10 new condition 4-door black saloon, brown upholstery, recommissioned, engine, radio, air disc, extras; £450.—**Box** 5545.
1937 Austin 10hp saloon; £395; or 50 monthly instalments.—**The Cooden Engineering Co., Ltd.**, Beahill, Tel. Cooden 600.
1939 Austin 10 saloon, one owner exceptionally good condition throughout; £435.—**Reeves Motors**, Grand Parade, Forty Lane, Wembley, Arnold 3004.
1937 Austin 10 de luxe saloon, recommissioned engine, blue, blue leather good tyres, £225.—**Roy's Automobiles, Ltd.**, 127, Park Way, N.W.1, Euston 2700.
1947 Austin 10hp de luxe saloon, moderate age, black, brown leather, one owner since new; £675.—**R.L.M. Motors, Ltd.**, 161, Brighton Rd., Coulsdon, Surrey, Tel. Upanda 481.
1939/40 Austin 10hp saloon, 4-door, sun roof, new engine, 800 miles, nice condition and runner, £350; terms and exchange.—**Amherst** 400, Turner, 99/117, Clarence Rd., London, E.5.
£655—Austin 10 (1937) Cambridge de luxe 4-door saloon, black, brown leather, 10700, no changes, list, open 9-7 week-days and Saturdays.—**Rowland Smith, Hampstead** (Hampstead Tube), Hampstead 6611.

Austin Ten Cars Wanted

C. M. THE CAR MART, Ltd., London distributors wish to purchase Austin 10 cars.—297, Euston Rd., N.W.1, Euston 1212.
WANTED privately, 1947 preferably.—**Write Anzor**, 24, Lendhurst Rd., London, N.W.3.
I REQUIRE post-war Austin 10 urgently.—21, Kirk-stall Rd., S.W.2, Dulis Hill 1298 (day).
POST-WAR Austin 10 required, cash payment.—**Morley**, 54, Streatham Hill, S.W.2, Tulse Hill 4458.
ROWLAND SMITH'S, the Austin 10 buyers.—**Hampstead Hill** (Hampstead Tube), Hampstead 6611.
CASH buyers of low mileage Austin 10s; distance no object.—**Hattons**, Lord St., Southampton, Tel. 2266.
RAYMOND WAY the hire-purchase specialists, are still buying pre-war Austin 10s and have unlimited cash available.—**Canterbury Rd.**, Kilburn, N.W.6, Maids Vale 6044 (10 lines).
1936

CAR MART, Ltd.,
LONDON Distributors.
1949 50 Austin A40 saloon, heater, 9,000 miles, £260.—**Car Mart, Ltd.**, 297, Euston Rd., N.W.1, Euston 1212.
OVERSEAS CAR, Ltd.
1949 Austin A40, grey, 6,532 miles; £375.
1949 Austin A40, Ltd., 227, Brumpton Rd., Knightsbridge, S.W.5, Tel. Kensington 7477.
HAROLD RADFORD & Co., Ltd.
1950 (Jan.) Austin A40 Countryman, folding rear seats, 12,000 miles.
HAROLD RADFORD & Co., Ltd., Melton Court, South Kensington, S.W.1, Tel. Kensington 6942 (5 lines).
H. A. SAUNDERS, Ltd. offer—
1949 Austin A40 saloon, grey with beige leather upholstery, heater, 13,000 miles; £395.
1950 Austin A40 P.H. saloon, black with beige interior, 1,500; £1,045.
H. A. SAUNDERS, Ltd., 1, Weston Park, Kingston-on-Thames, K.M. 2241.
PHILIP RICKARDS, Ltd. offer—
1949 Austin A40 saloon, grey/blue, 6,000 miles; perfect—4, Brick St., Park Lane, London W.1, Grosvenor 4772.3.
DAGENHAM MOTORS, Ltd. offer the following car—
1949 Austin A40 saloon, beige, high, sun roof, heater, 6,000 miles.
56 Park Lane, W.1, Regent 4668.
1948 A40 Dorset, 16,000 miles, fawn/beige, excellent condition; £395.—**Jack Rose Ltd.**, 122, (1639)
CONTINENTAL CAR, Ltd., Portsmouth Rd., Sandhurst, Rugby 3122.
1949 Austin A40 saloon; £395.—**Blue Star Garage**, 617, Finchley Rd., N.W.2, Ham. 2254.
1949 A40, grey, heater, 7,600 miles, sun roof, Devon saloon, nearest £300, Ring Bus, 0947 after 7.
1949 Austin A40 Devon saloon, low mileage, one owner, beautiful condition; £385; 3 months' guarantee.
HARRIS MOTORS, Ltd., Lewisham Bridge, S.E.15, Lee Green 5855.
AUSTIN A40 saloon with radio and heater, beautiful condition; £425.—**Jack Rose Ltd.**, 122, Wallington, Surrey, Wallington 6677-8.
1949 A40 saloon, black, with brown leather upholstery, heater, immaculate condition; £395.—**Members Motors, Ltd.**, Bridewater, Tel. 2031.
1950 Austin A40, 9,000 miles; part exchange, deferred terms.—**Chain Garage**, Master Lane, Western Ave., Ealing, W.5, Per. 4004.5.
1949 (June) Austin A40, black, 11,000 mls., one owner, excellent condition; £325.—**Parkway Garage**, Ltd., Sandhurst Rd., Parkstone, Bournemouth.
1949 (October) Austin A40 Devon saloon, seal grey, one owner, excellent condition throughout; nearest £310.—**Wentley Court Motors**, High Rd., Wexley, Arnold 5221-2.
CEDARS GARAGE—All our used cars are carefully selected, tested and overhauled in our workshop before being offered for sale with a 3 months' written guarantee and 2 free after-sales service.
1949 (June) A40, Pick-up, blue, black, fitted heater.
CEDARS GARAGE, Lee Terrace, Lewisham, Lee Green 2245.
1948 (May) Austin A40 Dorset 2-door saloon, Parkland grey, brown interior, fitted built-in radio and heater, very carefully maintained; £425.—**Phoenix Motor Co. (Surrey), Ltd.**, Phoenix House, High St., Sutton, Surrey, Vis. 1121.
Austin A40 Cars Wanted

T. H. E. CAR MART, Ltd.
AUSTIN cars
REQUIRED immediately.
MAKE your enquiries to
AUSTIN House, 297, Euston Road, London, N.W.1
TELEPHONE: Euston 1212
A40 car wanted.—**MAC**, 12, Bramblewood Rd., Wallington, Surrey 6397.
I NEED Austin A40 immediately.—**A. Ryecroft** 5, S.W.16, Tulse Hill 2786 (day).
—Rymer, Skerne House, Fulbourn, (15625)
ROWLAND SMITH'S, the Austin A40 buyers.—**Hampstead Hill** (Hampstead Tube), Ham. 6611.
CASH buyers of low mileage Austin A40s; distance no object.—**Hattons**, Lord St., Southampton, Tel. 2266.
A40 wanted, low mileage 4-door, 49,50.—**Barber**, 35, Woodlands Rd., Surbiton, Eimbridge 7059.
We wish to purchase small-mileage Austin A40 cars and light vans.—**Brown & Malleson, Ltd.**, Blackpool, Tel. 23322.
AUSTIN A40 cars wanted.—**Motorists** (London), Ltd., are buying all buyers of A40s and 10hp saloons.—**Great North Rd.**, E. Finchley Station 2301-2.
19704

AUSTIN TWELVE
G. P. (DALHAM), Ltd. offer—
210—1936 Austin 12-4 saloon de luxe, exceptional condition, taxed, £400.—**Balham Hill**, S.W.12 (100 yds Capstan South Tube), Bait. 1174-5.
1939 Austin 12 Acorn saloon, in splendid condition throughout, £465.
FERRARIS OF CRICKLEWOOD, Ltd., 200-202, Cricklewood Broadway, N.W.2, Q.M. 2334.
1939 Austin 12; £395.—**Stadium Autos**, 174, New Barn St., E.13, Alb. 3565.
145—1934 Austin heavy 12-4 saloon, good condition.—**Walsingham**, 3, Ballham High Rd., Balham 1509.
1939 Austin 12 sun saloon, new tyres, needs strapping; £299.—**Shireway Lane**, Shoreditch Hill, S.E.18.
GOLDERS GREEN—H. A. Saunders, Ltd., Golders Green, 1957 12-4 Austin saloon, black, green, Len. 1345.
ARCHIE SIMONS & Co., Ltd.—1939 Austin 12hp saloon, one owner; £475.—**94, Gt. Portland St.**, W.1, Len. 1345.
1940 Austin 12 saloon, excellent, guaranteed; **Meas & W. F.**, payments.—**Vaughan**, 17, Astwood Mews, S.W.7.
I. F. DOVE offer 1937 Austin 12 in magnificent condition throughout; £365.—**48, Broadway**, W.19, Liberty 3456.
1940 Austin 12 saloon de luxe, black, excellent condition throughout, a perfect car for every occasion, £325.—**M. B. Motors**, 536, New Cross Rd., London, S.E.4, Tideway 5779.
Austin Twelve Cars Wanted

C. M. THE CAR MART, Ltd., London distributors wish to purchase Austin 12 cars.—297, Euston Rd., N.W.1, Euston 1212.
CASH buyers of low mileage Austin 12s; distance no object.—**Hattons**, Lord St., Southampton, Tel. 2266.
ROWLAND SMITH'S, the Austin 12 buyers.—**Hampstead Hill** (Hampstead Tube), Hampstead 6611.
1937-8-9 Austin 12 saloons and limousines wanted.—**Motorists** (London), Ltd., East Finchley Station 2301-2.
RAYMOND WAY, the hire-purchase specialists, are still buying pre-war Austin 12s and have unlimited cash available.—**Canterbury Rd.**, Kilburn, N.W.6, Maids Vale 6044 (10 lines).
AUSTIN SIXTEEN
CAR MART, Ltd.,
LONDON Distributors.
1948 Austin 16 saloon, 7,000 miles; £395.—**Car Mart, Ltd.**, 297, Euston Rd., N.W.1, Euston 1212.
1939 Austin 16, £395.—**Stadium Autos**, 174, New Barn St., E.13, Alb. 3565.
AUSTIN 1946 16hp saloon, black, heater, etc.; £675.—**Artwell**, 27a, Penbridge Villas, W.11.
1947 Austin 16 saloon, one owner, black/brown leather, superb condition, guaranteed; £425.—**G. W. WILKIN, Ltd.**, 1, Weston Park, Kingston-on-Thames, K.M. 2241.
1949 Austin 16 saloon, radio and heater; £455.—**Autovox** (Winchester), Ltd., Tel. Winchester 445-346.
GOLDERS GREEN—H. A. Saunders, Ltd., Golders Green, 1947 Austin 16 R saloon, black, 17,000 miles.—**Len** 1345.
H. A. SAUNDERS, Ltd., Golders Green.—1948 Austin A170 saloon, grey, 6,000 miles.—**Speedwell** 0311.
1947 (Dec.) Austin 16 saloon, heater, black, small mileage; £315.—**London House Motors**, Burnham-on-Sex, Tel. 455.
1938 Austin 16 drop head four-seater coupe, guaranteed; £290; payments.—**Oldfield**, 4, Russell Gdns, Mews, Remington, Park 7790.
14500 authenticated miles, 1946 Austin 16 sunbeam saloon, radio, immaculate condition.—**Lonell H. Pugh**, 15/14, Brooks Mews, W.1, Mayfair 4435.
1946 Austin 16hp saloon, carefully maintained car, written guarantee; £725.—**London Cars**, 502-6, Greenford Rd., Greenford, Middlesex, Wuxlow 2140.
1937 Austin 16, black, fitted radio; £285; ex-changers taken.—**The Mail House Motor Co.**, 117, High St., Warrington, Lancs., E.11, Warr. 8557.
850—Austin 16 (June 1948) de luxe 4-door saloon, black, shiny, brown leather, Jackals, heater, carefully used, exceptional condition, (terms exchange).—**Rowland Smith**, below.
£655—Austin 16 1933 Chalfont 7-seater limousine, black, brown leather, sliding division, face-forward occasionally, very good black with beige exchanges, list, open 9-7 week-days and Saturdays.—**Rowland Smith, Hampstead** (Hampstead Tube), Hampstead 6611.
1947 (May) Austin 16 saloon, black, brown leather throughout, one owner, 25,000 miles, very carefully used, £350.—**Reeves Motors**, 168-206, Garrair Lane, London, S.W.17, Wim. 3051-3.
1939 Austin 16hp drop head coupe, late property face-forward occasionally, finished black with beige leather upholstery, really beautiful car; £450.—**Reeves Motors**, Grand Parade, Forty Lane, Wembley, Arnold 3004.
ROBE & YOUNG, Ltd. offer late 1946 Austin 16 saloon, one owner only, black, brown leather upholstery, £695.—**65-66 Stenford**, 1, Streatham Hill, S.W.2 (1 minute Streatham Hill Station), Tulse Hill 5464.
1934 Austin 16 heavy saloon, blue and black with blue upholstery, in very good mechanical condition, the bodywork has been well preserved; £140.—**Penkard & Smith, Ltd.**, 97, Peckham Rd., S.E.15, Rodney 2051.
19620

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

1939 Austin 16 Goodwood cabriolet, reconditioned engine, one owner, clean condition, superb tires, a good investment at £425—Bray Motors, 130-134, West End Lane, N.W.6. (Hampstead 549) 1003

1948-9 Austin 16 de luxe saloon, black, all over new leather, genuine 16,000 miles, one private owner, new wheels, rear axle, original guaranteed engine, no new, £250—344, King St., Hammer Smith, Riverside 2537-8. (1813)

1948 (December) Austin 16 saloon, black, leather, in place with brown leather upholstery, fitted radio and heater, showroom condition throughout, £355—Elliott Brothers, Ltd., Lady Margaret Rd., Southall, W.8. (2270)

Austin Sixteen Cars Wanted

T H E
C A R M A R T L I D.
A U S T I N cars
R E Q U I R E D immediately.
M A K E your enquiries to
A U S T I N House 297 Euston
R O A D London, N.W.1
T E L E P H O N E Euston 1212.

C A S H buyers of low mileage Austin 16s; distance no object—Huttons, Lord St., Epsom, Tel. 2266

R O W L A N D S M I T H S, the Austin 16 buyers—Hampstead High St. (Hampstead Tube) (Hampstead 604)

A U S T I N 16 cars—Upper St. Martin's Lane, W.C.2. Tem. 5588. (1922)

1948 or 1949 wanted, from original owner preferably—Write: Anson, 24, Lyndhurst Rd., London, N.W.3. (2087)

A U S T I N 16 cars wanted—Motorists (A.L.) Ltd., immediate cash buyers of all post-war models—Great North Rd., E. Finchley Station, N.2. Tudor 2261-2. (1075)

A U S T I N A 70 A N D
C A R M A R T L I D.
L O N D O N Distributors.

1949 Austin A70 saloon, 8,000 miles; £1,250.
C A R M A R T L I D., 297, Euston Rd., N.W.1. Euston 1212. (1118)

T O M G A R N E R, Ltd., offer—
1950 Austin A70 Hampshire saloon, brown with beige leather, radio, heater, sun roof, 2,000 miles only.

T O M G A R N E R, Ltd., 10-12, Peter St., Manchester 2, Blackfriars 2955-6. (3897)

P H I L I P R I C K A R D S, Ltd., offer—
1950 Austin A90, power-top sports convertible, red, 7,000 miles, 3, brick St., Park Lane, London, W.1. Grosvenor 4772-3. (2065)

A 90
Atlantic convertible coupes, choice of two.
B L U E, with blue leather, mileage 4,600 miles, fitted radio and heater, first reg. Jan. 1950, power-operated hood; £1,375.

R E D, with red leather, mileage 10,000, fitted radio and heater, power-operated hood, first reg. Jan. 1950, £1,350.

B O T H cars in immaculate condition and equal to new—Wadham Cars, Ltd., Westwood Rd., Epsom, after 5.30, 6135. (1799)

G O R D O N C A R S (L O N D O N), Ltd.—1950 Austin A70 convertible coupe, electric hood. (1869)

G O R D O N C A R S (L O N D O N), Ltd.—1950 Austin A70 saloon, black, brown leather, sun roof, 14,000 miles—Gordon House, 373, Euston Rd., N.W.1. Euston 6611. (1899)

1949 Austin A70 saloon unquestionable condition, Autowork (Winchester), Ltd., Tel. Winchester 3054/3056. (1506)

1950 Austin A70 saloon, brown, leather, with heater and radio, 7,000 miles; £1,195—Lee & Trigg, Ltd., Esher 1234. (1350)

1949 (Sept.) Austin A70 saloon, 4,000 miles, radio, heater, back; £1,175—London Road Motors, Burnham-on-Ssea, Tel. 456. (1301)

1950 Austin A90 convertible coupe, jewel green with beige nappa, power-operated head, radio, heater, one owner, original car—Austin House, Castle St., Worcester, Tel. 2569. (1632)

1950 Austin Atlantic A90 convertible, power-operated head, radio, 10,000 miles—British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Tem. 5588. (1728)

1950 Austin A90, low mileage, 4 de luxe, radio, heater, 10,000 miles only, £1,250—Denison Sydney Marcus, Ltd., 33, Soane St., S.W.1, Tel. Soane 3057-070. (1681)

1950 Austin guaranteed mileage 8,000, faultless condition; £1,235—R. S. Mead (Sas.), Ltd., 42, Queen St., Maidenhead, Berks. Tel. Maidenhead 364. (1274)

1950 Austin A90 Atlantic convertible coupe, radio, heater, 10,000 miles only, £1,250—Denison Caters, Ltd., 420, West Rd., Newcastle-on-Tyne, Tel. 34144 office hours. (1964)

A 90 convertible blue power hood and windows, radio heater, screen, reversing light, 11,000 miles, red beige leather, radio and heater, 7,000 miles as new; £1,365—Gibbons Sports Cars (Kewbury), Ltd., Lyndhurst Rd., Christchurch, Hants, Tel. 1691. (1694)

1950 (January) Austin A90 coupe, finished green with beige leather, radio, heater, covers extra mats spare unused, 9,000 miles, immaculate trade and part exchange enquiries invited—Hortler Ltd., 10, Cranham Hill, S.W.2. Tulse Hill 4489. (1373)

Austin A70 and A90 Cars Wanted
W A N T E D, Austin A70, convenient free, low mileage, no dealers—Robinson, 8, Rosset St., Cambridge. (9008)

A U S T I N E I G H T E E N
1937 Austin 18 York 7-passenger, exceptional order, choice of 2.
G U Y A L P H E R S & C o, Ltd., 6-7, Warren St., W.1. G. Euston 3268. (7394)

1936-7 Austin 18hp long 7-seater, good condition; £325—Write BCM/NZA, London, W.6. (2147)

£295 Austin 18hp Hertford saloon, Lawson-Goodman, £325, 3 months guarantee, choice N.W.2. Gadstone 2226. (1911)

1938 Austin 18 Windsor, black/brown hide, one private owner since new, faultless—R. C. Mortlake, 253, Kenal Rd., London, W.10. Ladbrooke 3155. (2641)

1939 Austin 18 Norfolk saloon, black, brown leather, in immaculate condition throughout; trade enquiries welcomed—H. C. Paul, Ltd. 32, Bruton Place, Berkeley Sq., W.1. Mayfair 0511-2. (1954)

1938-9 7-passenger long chassis, all seats face forward, a privately owned car in new and original condition throughout, including all tyres, £795—White Cottage, Hyde Heath, Amersham, Bucks, Chesham 254. (1941)

1938 Austin 18 Iyer double-enclosed limousine, 7 face-forwards, leather throughout, black and brown, fitted new carpets, new headlining, car in 100% condition, £585, 3 months guarantee, choice 308, Lankar Rd., W.9. Tel. Maida Vale 5134, 7833, 5169. (2071)

N A Y L O R & R O Y, Ltd.—1938 Austin 18 Norfolk saloon, dark blue, sunshine roof, exceptional condition, 12 months guarantee, choice of 250 quality cars, demonstrations within 100 miles; terms available—25, East Hill, S.W.18. Bell. 5272. Open 9-5 each week-day, including Saturday. (1517)

A U S T I N limousines (three), first registered 1937, for sale owing to reduction of fleet, two very good 1940 Chalmers, £425 each, one 1930 Gordon good chassis, poor body, £300; offers invited—Nottingham City Transport, Lower Parliament St., Nottingham. (2011)

695 ans.—Austin 18 1938 (registered 1939) Norfolk de luxe 4-door saloon, dark blue, sliding head, good motor, good tyres, run 10,000 miles only, one very careful owner, superior condition; terms, exchange, cash, open 9-5 week-days, including Saturday, 308, Lankar Rd., W.9. Tel. Maida Vale 5134, 7833, 5169. (2071)

£750—Austin 18hp limousine, 1938, genuine Iyer model, definitely a one owner car, taxed privately for its entire life, original condition throughout, division, face forward occasionally, etc., upholstered throughout in leather ideal for weddings, funerals, or good class town and country private hire, choice of seven other 1938 and 1939 models at prices from £695.

C A M D E N M O T O R S, Lake St., Leighton Buzzard, Beds. Tel. 2041 (5 lines). Nearly 400 cars ready for inspection and immediate purchase; write for post-free catalogue; hire purchase; part-exchange; free delivery. (2162)

A & S offer quality carriages (not cheap and doubtful)—Austin 18hp limousine, 1938, genuine Iyer model, definitely a one owner car, taxed privately for its entire life, original condition throughout, division, face forward occasionally, etc., upholstered throughout in leather ideal for weddings, funerals, or good class town and country private hire, choice of seven other 1938 and 1939 models at prices from £695.

S E V E N SEAT 1937/38/1939 Saloons also partitioned L. Limousines, extensive selection, leather, black, certified mechanics—Seen, 100, Grosvenor Square, Mayfair. (1622)

A L P E & S A U N D E R S (100 Limousines: Lists posted) A Providence Court, Grosvenor Square, Mayfair. (1622)

A u s t i n E i g h t e e n C a r s W a n t e d
C M
T H E C A R M A R T L I D. London distributors, wish to purchase Austin 18 cars—297, Euston Rd., N.W.1. Euston 1212. (10950)

R O W L A N D S M I T H S, the Austin 18 buyers—Hampstead High St. (Hampstead Tube) (Hampstead 604)

M O D E R N 7-passenger required, good order essential, cash waiting, Alpe & Saunders, Providence Court, Grosvenor Square, Mayfair-291. (1604)

A U S T I N T W E N T Y
£725—Absolute gift, Austin 20 Mayfair de luxe car, full double enclosed limousine, bodywork, newly immaculate, interior leather as new, whole vehicle maintained beautifully, engine recently overhauled, new pistons, etc., excellent tyres, genuine bargain, 3 months' guarantee, hire purchase, exchange—Lamb of Wood Green, Finchley Showrooms, 421, High Rd., Finchley, N.12. Fin. 6221. (1539)

L I M O U S I N E S 1936-37/38 Mayfairs, partition, widest L. occasional, leather, black, exceptional selection. (1539)

A L P E & S A U N D E R S (100 Limousines: Lists posted) A Providence Court, Grosvenor Square, Mayfair. (1622)

A u s t i n T w e n t y C a r s W a n t e d
R O W L A N D S M I T H S, the Austin 20 buyers—Hampstead High St. (Hampstead Tube) (Hampstead 604)

7 S E A T E R Limousines 1937/38/39—also 28hp—details 7 please, Alpe & Saunders, Providence Court, Grosvenor Square, Mayfair-291. (1603)

A U S T I N T W E N T Y - F O U R
A U S T I N limousine, first registered 1937, for sale owing to reduction of fleet; very good 24hp Mayfair; £575; wanted—Nottingham City Transport, Lower Parliament St., Nottingham 45745. (1518)

A U S T I N T W E N T Y - E I G H T
C A S S ' S M O T O R M A T, 1939 Austin 26 limousine, black, engine just reconditioned, one owner; written guarantee—5, Warren St., W.1. Euston 3523. (2143)

L I M O U S I N E 1939 28hp Ranelagh, partition, black, wider occasional, genuine 13,000, beautiful car, 1949 condition.

A L P E & S A U N D E R S (100 Limousines: Lists posted) A Providence Court, Grosvenor Square, Mayfair. (1621)

A U S T I N A 125 A N D A 135
S. G. S M I T H (M O T O R S), Ltd.—1950 Austin 125 Sheerline, 9,000 miles only, as immaculate motor car; £1,675; 50 other guaranteed used cars.

1949 Austin Sheerline, 9,000 miles only, as immaculate motor car; £1,675; 50 other guaranteed used cars.
S. G. S M I T H (M O T O R S), Ltd., 285/287, Rye Lane, Peckham, S.E.15. New Cross 0460. (2154)

A U S T I N A 125 A N D A 135
T O M G A R N E R, Ltd., offer—

1950 series Austin A125 Sheerline saloon, black with brown leather, 5,000 miles only
T O M G A R N E R, Ltd., 10-12, Peter St., Manchester 2, Blackfriars 2955-6. (1964)

1950 Austin Sheerline, black, beige hide throughout, 170 miles only; £1,950—Davy, Western 6419. Rosent 2552-4. (1291)

G O L D E R S Green—H. A. Saunders, Ltd., 1949 Austin Sheerline S/R saloon, grey, radio, 9,000 miles, Speedwell 6011. (1174)

G O R D O N C A R S (L O N D O N), Ltd.—1949 Austin Sheerline G line saloon, grey, 9,000 miles—Gordon House, 373, Euston Rd., N.W.1. Euston 6611. (1590)

£400—1949 (August) Austin A125 Sheerline saloon, grey—Ernest Sutton, Cleve Hill 93 (Cheltenham). (Trade enquiries only please.) (2063)

A U S T I N Sheerline (1949), black/beige, chauffeur and works maintained, immaculate throughout, taxed, £1,595—Imperial Motor Black, Cheltenham 2065. (2046)

1949 Austin Sheerline, black, biscuit upholstery, radio, 11,000 miles—British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Tem. 5588. (1747)

1949 Austin Sheerline saloon, black, fawn leather, radio, heater, sun roof, 6,000 miles, excellent condition—Ripco, Ltd., 16, Albemarle St., Mayfair, W.1. Rosent 2552-4. (1291)

1949 Austin Sheerline, finished in metallic grey, with grey hide upholstery, fitted radio and heater, low mileage and very carefully maintained, £1,750, terms exchange.

M A S O N Brooklands (Motor Showrooms), 151-155, M. Pinnerham St., (off The Moor), Sheffield, 1. Tel. 24897. Open week-ends. (1085)

A u s t i n A 125 a n d A 135 C a r s W a n t e d
T H E C A R M A R T L I D. London distributors, wish to purchase Austin Sheerline and Princess cars—Euston Rd. N.W.1. Euston 1212. (10950)

B R I T I S H & C O L O N I A L M O T O R S, Ltd., require good Austin Sheerline cars—Upper St. Martin's Lane, W.C.2. Tem. 5588. (1744)

A U S T I N M I S C E L L A N E O U S
R E G I O N A L D I S T R I B U T O R S
H I R E car and limousine specialists.
W R I T E for details and location of car to
S A L E S Dept., 45, South Audley St., London, W.1. (0556)

T A N K A R D & S M I T H, Ltd., offer the choice of many Austin 8, 10a, 12s and higher horse-power limousines from their vast stock of over 200 used cars, all subject to their written guarantee—138, Kings Rd., S.W.3. Tel. Fax 4501-3. (10374)

A u s t i n M i s c e l l a n e o u s C a r s W a n t e d
R O W L A N D S M I T H S, the Austin buyers—Hampstead High St. (Hampstead Tube) (Hampstead 604). (1958)

A U T H O R I Z E D Austin retailers, are buyers of low mileage Austin cars of any horse-power—46-52, Vauxhall Bridge Rd., London, S.W.1. Victoria 2211. (1862)

A U S T I N S wanted—Smith's, 86, Chalk Farm Rd., N.W.1. Gul 2767. (1082)

A U S T I N cars wanted—Cowley Motors, 473, Cranbrook Rd., Ilford, Essex, Tel. Valentine 1066. (1677)

A models Austin, urgently required—Corrads, 2, Taylor St., Conduit Mews, W.2. Amb. 6049. (1989)

C A S H immediately for good Austin—H. F. Edwards, 154, Gt. Titchfield St., W.1. Langham 0012. (1862)

R A W L I N G S Bros., Ltd., 57a, Cromwell Rd., S.W.7. Frohbar 8161, are buyers, all types post-war Austin. (1416)

W E Y B R I D G E A U T O M O B I L E S, Ltd., the Austin distributors, urgently require late type Austins—Tel. Webridges 253. (1054)

J A C K O L D I N G, Ltd., 8-10, North Audley St., W.1. Austin retailers, require cars in first-class condition—Mayfair 5424. (1812)

A P P R O A C H us first before disposing of your Austin car—Tankard & Smith, Ltd., 194-195, Kings Rd., S.W.3. Flaxman 4601-3. (2273)

W E are cash buyers of all Austin post-war models. —The Warren Motor Co., 353-355, Euston Rd., London, N.W.1. Euston 7751. (10138)

1938-9 Austin 18 or 12 required must be clean and genuine—Write: 100, Grosvenor Square, Trinity Gdn., S.W.9. Brixton 4011. (10313)

A u s t i n S p a r e s a n d S e r v i c e
N O R M A N D, Ltd.
T H E best service ensures a longer car life.
B R I N G your car to 405-9, King St., W.6. Riv. 3665. (2232)

G. O. NORMAN & Co.
A U T H O R I S E D Austin retailers.
S P A R E parts and components in stock—46-52, Vauxhall Bridge Rd., London, S.W.1. Victoria 2211. (1862)

T H E C A R M A R T L I D.
L O N D O N distributors, spare parts for all models, cars and trucks.
T H E C A R M A R T L I D., Welsh Harp, Edgware Rd., N.W.8. (Hendon 6200); and at 18, Uxbridge Rd., Ealing W.5. (Ealing 6717). (2160)

I F it's Austin spares, try Sands, the Austin People, Burnham, Bucks 94.
F O R Austin mudguards, running boards, 1931-59, Brook 5 and 6, Frederick Place, Brighton. Brighton 211. (1052)

A U S T I N 7 owners—Take advantage of our comprehensive stock of spare parts and replacement units; price list on application—G. Austin Sever, 2, Calista, John St., Sheffield, 2. Tel. 22376. (1023)

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

Austin Spares and Service
AUSTIN spares, any year, any part, urgent stockists in U.K.; exchange units—Try Northwood's first. 45-47, Newington Causeway, E.8.1. Box 2632, 2680.
BROCKHURST GARAGE—Barrow agents for Austin, sales, service, spares, reconditioned units—Dorridge Rd., Barrow-in-Furness, Lancs. Tel. Grimsby 561. 10038
AUSTIN spares—Largest stockists in South London for Austin car and commercial vehicle parts, new and replacement units from stock, free delivery main areas—Wimborne Motor Works Ltd., 29, High St., S.W.19. Wm 0125. 10614
FRYER & STEVENS, Ltd., the South London Austin depot, full range of parts and units in stock; exchange engines, gear boxes, pumps, clutches, carburetors, brake shoes and electrical units from stock, repairs and service to Austins exclusively—87, Acton Lane, S.W.2. BRITON 1155. 10164

BENTLEY (3½ & 4½-litre)
CAR MART, Ltd.,
1948 Bentley Mark VI steel saloon, 15,000 miles; £1,500.
1939 Bentley 4½-litre Park Ward standard saloon, 6 months' guarantee, £2,250.—Car Mart, Ltd., 150, Park Lane, W.1. Grosvenor 3454. 11112

OFFMANN'S GARAGE, Ltd.,
Huddersfield Rd.,
HALIFAX.
GREAT Britain's leading specialists in Rolls-Royce and PROUDLINE cars of the Swain Group.

NATIONAL motoring organisation.
1948 Bentley Mark VI Standard saloon by Bentley Motors, Ref. H.5420.
1939 Bentley 4½-litre fixed head coupe by Currier Nutting, Ref. H.5404.
1938 Bentley 4½-litre saloon by Park Ward, Ref. H.5391.
1936 Bentley 4½-litre drop head coupe by Park Ward, Ref. H.5391.
A.L. car (any car) at lowest 6 months' guarantee.
Please write or phone for details to:—
OFFMANN'S GARAGE, Ltd.,
Huddersfield Rd.,
HALIFAX, Yorkshire.
Tel. Halifax 5944. 11625

FOX.
OFFER the following from their specially selected stock.
1948 Hooper drop head coupe, on Bentley Mark VI chassis, black, brown leather, fitted trim, low mileage.
H.A. FOX & Co., Ltd., 5-5, Berrington Gardens, Old Bond St., W.1. Tel. No. Kerline 7687. 11608

RIPPON.
RIPPON BROS., Ltd.,
NORTHERN Bentley specialists.
1948 Mark VI standard saloon, black with brown leather.
1937 4½-litre 4-door sports saloon by Thripp & Maberley, black with blue leather upholstery.
1935 5½-litre 4-door sports saloon by Park Ward.
FOR further particulars contact the largest Bentley Distributors.
RIPPON BROS., Ltd., Huddersfield 6340 (5 lines).
Also at Bradford, Leeds and Sheffield. 10066
R. C. MORTLAKE offers
1936 4½-litre Bentley sports saloon by Vanden Plas.
R. C. MORTLAKE, 253, Kensal Rd., London, W.10. Ledrook 3155. After 6.30 p.m., Arnold 4804. 12243

DICKS CAR SALES offer:—
1938 Bentley 4½ sports saloon, 50,000 miles only, all Bentley history, really superb car, £1,950.
1935 Bentley 4½-litre drop head coupe, immaculate condition, numerous extras, complete Bentley history, £1,250.
DICKS CAR SALES, Ltd., 335-401, High Rd., Kilburn, N.4. Maids Vale 6880-9. 11265

JACK OLDING, of Mayfair.
OFFICIAL Rolls-Royce and Bentley retailers.
OFFER:—
(Oct.) Mark VI Bentley standard saloon, pearl grey, blue leather, 28,000 miles, immaculate.
1949 (July) Mark VI Bentley standard saloon, black, beige leather, 15,000 miles.
(Oct.) Mark VI Bentley standard saloon, 2 shades of grey, grey leather, 31,600 miles.
Mark VI Bentley standard saloon, 3 shades of grey, blue leather, 38,000 miles.
1947 (April) 4-door Mark VI Bentley saloon by Young, dark azule, beige leather, 14,000 miles.
1948 Mark VI Bentley 2-door saloon by Young, blue, with beige leather, 25,000 miles.
1948 Mark VI Bentley Park Ward power-operated coupe, grey, red leather, 28,000 miles.
1936 4½-litre Bentley H.J. Mulliner saloon, black, brown leather.
DELIVERY of new and used cars quoted on application.
DUDLEY House,
A North Audley St., W.1. Mayfair 5242. 11257

BENTLEY (3½ & 4½-litre)
JACK BARCLAY, LIMITED
LARGEST Official Retailers of Rolls-Royce and Bentley.
21,000 miles. Black brown leather. 1949
12-13, St. George St., Hanover Sq., London, W.1.
Tel. MAYfair 7444. 10067
RUSSELL MOTORS offer:—
1948 Bentley Mark VI standard steel saloon, 21,000 miles. Black brown leather. 1949
1937 Bentley 4½, four-door drop head coupe by Park Ward, fitted radio.
1937 Bentley 4½, saloon by Park Ward, colour blue.
1935 Bentley 5½, four-door drop head coupe by Park Ward, exceptional car.
A.L. the above cars are subject to any trial or examination.
RUSSELL MOTORS (KNIGHTSBRIDGE), Ltd., 47, Sloane St., S.W.1. Tel. Sloane 9288. 19615
HAROLD RADFORD & Co., Ltd.,
1948 Bentley Mark VI standard steel saloon by Currier Nutting, Ref. H.5420, £1,500.
HAROLD RADFORD & Co., Ltd., Melton Court, South Kensington, S.W.7. Tel. Kensington 6642 (5 lines).
CUMMIS & HONS (GUILDFORD), Ltd. offer:—
1935 Bentley 3½-litre 2-door sports saloon by Currier Nutting, Ref. H.5420, £1,500.
COOMBS & SONS (GUILDFORD), Ltd., Portsmouth Rd., Guildford, Guildford GU1 9-9. 8540
BENTLEY Mark VI standard saloons required.
H first-class order.—Send particulars to R. C. Wignall, Ltd., 312, Earl Court Rd., London, W.1. Freeman 6401. 12208
LARGE stock of 3½-4½ Bentley cars for disposal.
H. R. OWEN, Ltd., 17, Berkeley St., W.1. Mayfair 8060 (10 lines). 10086
ACE SERVICE STATION (LONDON), Ltd., offer:—
£10 taxi 1936 3½-litre Bentley, fitted with very latest engine, 28,000 miles, absolutely immaculate, two owners since new, absolutely immaculate throughout and faultless mechanically, £1,500.
1934 3½-litre Bentley Park Ward 4-door sports saloon, in quite exceptional condition throughout.
NORTH CIRCULAR Rd., Stonebridge Park, N.W.10. Egar 5555 (5 lines). 12690
CHIPPENDAL MOTORS, Ltd.—See our advertisement under "Sports Cars." 19628

1948 (April) Mark VI Bentley standard saloon, black, 15,000 miles, magnificent condition, one owner.
P. J. EVANS, Ltd., Bentley Special Retailers, 81-91, John Bright St., Birmingham, Midland 2911. 11970
1937 Bentley 4½-litre saloon, metallic grey, £1,800.—Central Motors, 14, Harrow Rd., W.2. Pnd. 0766. 11629
1934 Bentley 3½-litre drop head coupe, black and beige, excellent order, leased year, £500.—Stafford 39, Ducky Rd., Harrogate 2501. 11923

1949 (August) Mark VI Bentley standard saloon, metallic green, 36,000 miles (locks under 10,000), immaculate and unmarked, one owner.
P. J. EVANS, Ltd., Bentley Special Retailers, 81-91, John Bright St., Birmingham, Midland 2911. 11508
EDWARDS & Co. (BOURNEMOUTH), Ltd., Bournemouth, 127-129, officially appointed Bentley retailers and repairers, reliable used cars in stock. 4970
44 makers (all) shown, first registered August 1936.—Lawton-Goodman, 36, North Audley St., W.1. 15551

BENTLEY Mk. VI Standard saloon, metallic grey, blue upholstery, mileage 25,000, maintained and recently overhauled by makers, in superb condition; £3,600, can be inspected in London; write—Box 6350. 11999
CENTRAL GARAGE, CROYDON.—1934 Bentley 3½-litre drop head four-door coupe by Park Ward, finished dark blue, upholstery to match, excellent order. 8995.—Central Garage, Tel. Croydon 7464. 15701

1937 Third Series Park Ward Bentley saloon, mileage 47,000 (Bentley confirmed), black, maroon leather, radio, facilities throughout, exchange preferred 1939 Rolls Wraith sports or touring saloon, cash adjustment.—Box 6342. 12291
1947 Bentley Mk. VI standard steel saloon, all modifications complete, fitted radio, heater, defroster, full service to 49,000 miles. Car is in immaculate condition throughout, and offered subject to any trial or examination. £1,475.—R. H. & J. Morgan, Ltd., 10, Queen St., Maidenhead, Berks. Tel. Maidenhead 2642. 11277

1938 Bentley 4½, Park Ward saloon, dual colour, silver and black, grey hide, Aztec discs, just completed £420 overhaul, whole car in superb condition, also 1937 Bentley 4½, Barker saloon, radio, heater, magnificent car; exchange, terms.—Swanmore Garage, 1176, Christchurch Rd., Bournemouth. Tel. Southsea 1022. 11535

BENTLEY (other than 3½ & 4½-litre)
3-litre Red Label 1935 Speed open 2-seater, rare model, unmarked, Box A1 condition.—Box 8729. 11898
1925 3-litre Bentley tourer, in good condition, offers.—Wright, Annetts, Farm, Farnington, Alton, Hants. 11645

BENTLEY for sale, 3-litre 16hp long chassis 2-seater tourer, black, red leather upholstery, five tyres in good condition, has done under 1,000 miles since fitted with reconditioned Le Mans engine, fast and attractive car, can be seen Eakers Centre.—Mrs. Brian Smith, Upduns, Sherburnham, Tel. 18. 11772

BENTLEY (other than 3½ & 4½-litre)
CENTRAL GARAGE, Croydon, offer 1930 Bentley Speed 6 4-door sports saloon by Hays, speedometer reading 25,000 one owner, amazing condition.—Central Garage, Tel. Croydon 7464. 15902
Bentley Cars Wanted

BENTLEY
CAR specialist for over 20 years wishes to purchase 2 pre or post war Bentleys in good condition, urgently wanted, 1946-7 4 Mark VI standard saloons, R. & M. ADAMS, Ltd., 42, Queen St., Maidenhead. Tel. 2642. 11561

OUR demand is urgent.
OWNERS who have Bentley cars for disposal are invited to communicate with the Swain Group, Companies, London, offices: R. R. Owen, Ltd., 17, Berkeley St., W.1. Tel. Mayfair 3000. Head Office, Hurstman's Garage, Ltd., Huddersfield Rd., Halifax, Yorks. Tel. Halifax 5944. 19515

THE CAR MART, Ltd. wish to purchase Bentley cars.—520, Euston Rd., N.W.1. Euston 1212. 10056
J. MARSHALL.
Wanted, Bentley 3½- and 4½-litre, all types of coachwork, any condition; immediate cash settlement.
J. MARSHALL, 668, St. Albans Rd., Watford, Tel. Watford 2108. 10497

1948 49 Bentley Mark VI wanted.—John Jordan, Sandy, Beds. Tel. 64. 11794
SPECIMEN pre-war or Mks. VI Bentley agents wanted.—Tel. Denis Adams, Gatchford, Tyne 7553. 10613
ROWLAND SMITH'S, the Bentley buyers.—Hampstead Road High St. (Hampstead Tube) Ham 6041
PRIVATE buyer requires good Bentley 1935-6.—Burgess, Brook Ave. New Milton (Tel. 4001), Hants. 11946
MANN EXPERTON & Co., Ltd. (founded 1898) are anxious to purchase Bentley Mark VI models immediately.
Bentley St., London, W.1. Regent 2073. 11694

URGENTLY required, good 3½-litre or 4½-litre pre-war Bentley.—Hatfield, 154, Old Tibbald St., W.1. Lusham 012. 11864
PRE-WAR Bentley saloons in good condition.—Harold Bedford & Co., Ltd., Melton Court, South Kensington, S.W.7. Tel. Kensington 6642 (5 lines). 19696
WE are open to purchase any type pre-war Bentley cars, complete or otherwise.—Compton, Westway St., Crystal Palace S.E.19. Lve 3562. 10062

RIPPON BROS., Ltd., the Northern Bentley specialists, special retailers and repairers, wish to buy small mileage Mark VI Bentleys.—Huddersfield 6340 (5 lines). 10067
VINTAGE enthusiast wants 4½-litre Bentley open 4-dr. from private owner, good mechanical condition more important than appearance.—Write D.P., 43, The Gallop, Sutton, Surrey. 10813

JACK OLDING, Ltd., 8-10, North Audley St., W.1. Official Bentley and Rolls-Royce retailers are invited to the purchase of Bentley cars in first-class condition. Mayfair 5242. 10813
CHARLES POLLETT, Ltd.—Officially appointed re-tailers and repairers of Bentley cars.—23, Berkeley St., W.1. May 1366 Service works & stores, 12, Wellesley Ave. W.8. Hiv 1415. 10592

Bentley Spares and Service
JACK BARCLAY, Ltd.,
LARGEST official retailers and repairers of Bentley cars servicing or complete overhaul, mechanical or coachwork, large stocks of spares for all types.
WORKS.—Leamard Rd., Morden Rd., Merton, S.W.19. Liberty 7222 (8 lines). 10634
CHARLES POLLETT, Ltd., officially appointed re-tailers and repairers.
SHOWROOMS: 18, Berkeley St., W.1. May 6366
SPARE parts.
SERVICE: 12, Wellesley Ave. W.8. Hiv 1415. 10595

MERCHISON MOTORS, specialists for Bentley and Rolls-Royce Works Director, Wilkie Williamson, 12-15, Merchiston Mews, Edinburgh, 11. Tel. 56208. 17206
CENTRAL GARAGE, Croydon, specialists for all Bentley and Rolls-Royce models; servicing, complete overhaul, mechanical or coachwork.—Central Garage, Tel. Cro. 7464. 16553

B.M.W.
1936 B.M.W. 2-litre type 45 drop head coupe, new hood, smart, 2271.—Maids Vale 6256. 11890
B.M.W. super streamline post-war 2-seater, exceptional car, £1,550.—Anthony Crook, Bristol Distributors, Carleton Hill, Barry, Tel. 8332-4. 11400

B.M.W. Cars Wanted
CASH immediately for good B.M.W.—E. F. Edwards, 28, Upper High St., Spens 8400. 11898
B.M.W. Spares and Service
G. R. WOOD—H. & A. Engineering, 35, Grant Rd. Addiscombe, Tel. 1051. 10963

BRISTOL
U.M. Ltd.,
UNIVERSITY MOTORS, Ltd., Joint Distributors London, Home and Eastern Counties, also Berks, Beds and Bucks.
UNIVERSITY MOTORS, Ltd., Stratford House, 80, Piccadilly W.1. Cro 4141. 10186
A CLAND & TABOR, Ltd., offer:—
1949 Bristol 400, specially tuned engine, alloy carbs, close ratio 1951 model, performance above average and as new.
A. PLY. Welwyn 401. 11771

Autocar

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

BRISTOL KEVILL DAVIES & MARCH Ltd

Official Bristol retailers.
41-42 Hay's Mews, Berkeley Sq., W.1. Gro. 2563 (10396)

KEVILL DAVIES & MARCH, Ltd. offer:—

1949 Bristol 401 saloon, colour off-white, blue leather upholstery, fitted radio and heater, small mileage as new. (10396)

41-42 Hay's Mews Berkeley Sq., W.1. Tel. Grosvenor 2563 (10396)

CHARLES CRICKSHANK MOTORS, The Centre, C. Bristol, Tel. 25300—Distributors in the West for Bristol cars. Details and catalogues on request. (10490)

1949 Bristol Model 400, maroon, 21,000 miles; £1,200, first regd, December, 1948.—CLAYTON'S CARS (London), Ltd., 197, Roston Rd., London, N.W.1. Tel. SUTTON 5228 (5 lines). (7598)

ANTHONY CROOK offers 1950, 1948 and 1946 Type 400 Bristol cars, all with usual guarantees and after-sales service.—Anthony Crook Motors, Ltd., leading distributors of Bristol cars, Caterham Hill, Surrey. Tel. 25313. (1394)

F.N., Ltd. (Bristol Distributors), offer choice of 1949 Type 400 Bristol saloons, colour, red, black and grey, with radio and heater, all fitted with latest type 400 modifications to chassis and engine.—Falcon Works, London Rd., Isleworth, Middlesex. Tel. HOUNLOW 0011 (1671)

Bristol Cars Wanted
BARTLETT, the Bristol buyers.—27a, Pembroke Villas, W.11, Bayswater 0535 (13045)

F.N. Ltd. will purchase or accept in exchange Bristol cars.—Falcon Works, London Rd., Isleworth, Middlesex. (10470)

ANTHONY CROOK purchases used Bristol cars on sight for cash.—Anthony Crook, leading Bristol distributors, Caterham Hill, Surrey. Tel. 25313. (1395)

Bristol Spares and Service
UM Ltd.
UNIVERSITY MOTORS, Ltd., Bristol distributors, 41, Hertford St., Mayfair, W.1. Grosvenor 4141. (10011)

BRISTOL.—All spares in stock, including reconditioned engines and gearboxes for immediate fitting, supplied by specially trained personnel at Anthony Crook Motors, Ltd., leading distributors of Bristol cars, Caterham Hill, Surrey. Tel. 25313. (1396)

£195 B.S.A. 1937 sports tourer, an exceptionally good car mechanically, hood, tyres, etc., many others.

1938 MOTORS, 1, Clarendon Rd., Holland Park, London, W.11, Park 5066-7. Open Mon. to Sat., 9-6 (50 yards Holland Park Tube). (1504)

B.S.A. Scout Series 4, exceptionally good condition, new mohair hood, £260.—Smith 89, Chestnut Drive, Epsom, Surrey. (10325)

295 gns.—B.S.A. Scout, March 1940, series 6 2-seater, maroon, maroon leather, very good condition; terms exchange, Rowland Smith, below.

275 gns.—B.S.A. Scout, June 1938, 10hp series 5 sports 4-seater, black, red leather, good condition, very good condition; terms exchange, lat, open 9-5 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), 8, 11, Rodney 2021. (1196)

1936 B.S.A. 4-seater sports, a very fast, clean and reliable car, £280.—Tankard & Smith, Ltd., 97, Peckham Rd., S.E.15, Rodney 2021. (1163)

1938 (late) B.S.A. Scout 10 2-str., one owner, new hood and screens, whole car original, £275.—Automo, 229, West End Lane, Hampstead 5430. (10398)

1938 (December) B.S.A. 10hp series 6 2-seater, sports coupe, fast, mechanically excellent but previously shabby, only £150.—Adams, 1939 Queen's Gate Place, W.8. (1399)

1940 model B.S.A. Scout, 10hp, series 6, red, occasional front end damage, very tyre, immaculate throughout, any trial, taxed, insured, full, bargain, £340.—Gilbert, 41, Victoria, Wandsworth, Bucks. (1971)

B.S.A. Cars Wanted
ROWLAND SMITH the B.S.A. buyers.—Hampstead High St. (Hampstead Tube), Ham. 6041

RAYMOND WAY the hire-purchase specialists, are still buying B.S.A.s and have unlimited cash available.—Canterbury Rd., Kilburn, N.W.6. Maids Vale 6044 (10 lines). (10359)

BASIL HOY, Ltd.—B.S.A. spares, complete stock of wholeness and retail.—161, Gt. Portland St., W.1, Lancham 7735 (10144)

SPARE parts for 10hp and 12 1/2 fluid flywheel models.—Allen, Victoria Rise, Clapham, S.W.4. Maudslayi 4199 and 6250-5. (10641)

BROWN'S for Bugatti.
BROWN'S registered 1937, Bugatti type 43 supercharged 2.5 litre, 2-seater, 100hp, capable of 100mph in 3rd gear, 110-120mph in top, bodywork in exceptionally clean condition, finished in Bugatti blue, polished axles, etc., £175.

BROWN'S GARAGE, Loughton (Essex) 4119 (Tube). (17906)

Bugatti Spares and Service
J. LEMON BURTON, Bugatti service, 55, Netherwood Rd., N.W.6. Maids Vale 1311. (10371)

DICKS CAR SALES offer:—
1938 Buick 31hp saloon, special model, 2 spares; £499.

DICKS CAR SALES, Ltd. 385-401, High Rd., Kilburn, Maids Vale 6985-9. (2128)

SIMPSON'S MOTORS offer:—
1937 Buick phaeton drop head; £350.

SIMPSON'S MOTORS (WEMBLEY), Ltd. (American car specialists), Wembley 3903. (4794)

CLAND & TABOR, Ltd., offer:—
A 1400 miles 1950 Buick type 43 4-dr., streamlined saloon, maroon, grey cloth, virtually brand new car, probably only car of its type in the country.

A PPLY, Welwyn 4411. (1780)

BUICK JOE THOMPSON (MOTORS), Ltd. offer:—

1948 Buick 51 super saloon, right-hand drive, colour black, fitted radio, very low mileage; £400.

JOE THOMPSON (MOTORS), Ltd. 97, Fulham Rd., South Kensington (next to Micheline), Ken. 4656.

£375—1937 Buick 30 6hp saloon.—Below.

£175—1935 Buick 28 2hp 2-door sedan, excellent condition.—Monahan Motors, 594, London Rd., Thornton Heath 5051. (2258)

1937 Buick Viceroy saloon, radio, excellent.—B. O'Y ALFREDS & Co., Ltd., 6-7, Warren St., W.1. Euston 5268.

IMMOSINS.—Rooney 6-seater, motor ex-bire from £450.—Lawton-Goodman, 135, Crickwood Broadway N.W.2. Gladstone 2226. (17270)

1948 Buick RH drive saloon, 3,700 miles, radio, etc., perfect condition; £3150.—J. P. Crawley, 48, Kensington Court, W.8. Western 6015. (1812)

27000 miles only, 1937 Buick Viceroy saloon, leather upholstery, one owner.—British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Tem. 3588. (1748)

CAMDEN MOTORS.—Buick 31hp Viceroy saloon, 1938, C, late registration, one private owner, handsome black and chrome coachwork, all leather interior, recent engine inspection and complete service by London Buick distributors, a very fine car; £545.

CAMDEN MOTORS.—Buick 51hp Viceroy saloon, 1939, C, late type model, with post-war features and instruments, steering column gear shift, Clayton heater, mileage 6545.

CAMDEN MOTORS.—Buick Empire 6-seater saloon de luxe, September 1940, one of the last Buicks to be imported for the post-war era, fully chromed semi-moist mouth front appearance, synchromatic steering column gear change, built to question raised chassis, heater and every conceivable refinement, de luxe leather upholstery; this Buick is a superb example of its kind, two owners only, both of whom have maintained the car in immaculate fashion; offered with a fully comprehensive guarantee at £1600.—Below.

CAMDEN MOTORS for Buicks, Lake St., Leighton Buzzard, Beds. Tel. 2041 (5 lines). Nearly 400 cars ready for sale and immediate purchase. Write for post-free catalogue. Easy and confidential hire purchase on all Buicks. Free delivery anywhere in the United Kingdom. Purchasers' fees refunded from any part of the country. Showrooms open from 9 a.m. to 6 p.m. Mondays to Saturdays. (2157)

£595.—Super example Buick 1939 Viceroy model wheel in boot, interior Bedford red really excellent and immaculate, exterior very clean, genuine example at low price, monthly finance hire purchase exchange. Lamb's of Wood Green, Finchley Showrooms, 421 High Rd., Finchley, N.12. Fin. 6221. (2226)

A&S Offer exceptional Buick Limousines, certified mechanically, reasonable cost.

LIIMOSINE 1937 partitioned Pullman, widest occasion, delightful condition.

LIIMOSINE 1938 Pullman, partitioned, widest occasion, black, immaculate. £955.

LPE & SAUNDERS (100 Limousines: Lists posted) A Providence Court, Grosvenor Square, Mayfair, 2941. (1650)

Buick Cars Wanted
SIMPSON'S MOTORS (WEMBLEY), Ltd. wish to purchase all models Buick.—Below.

CASH immediately for good Buick.—H. P. Edwards, 154, Gt. Titchfield St., W.1. Langham 0012. (1657)

ROY GALWAY Ltd., 21, Farm St., Berkeley Sq. (Grosvenor 4747), urgently desire to purchase modern American cars.

SOLD concessionaires, Lendrum & Hartman, Ltd. will purchase used Buick models.—Showrooms, Buick House, Albemarle St., London W.1. Recent 7121 (10304)

Buick Spares and Service
BUICK sole concessionaires, Lendrum & Hartman, Ltd. Buick Works, Old Oak Lane, Willesden Junction N.W.10. Tel. Bear 7811 (10141)

CADILLAC
BROWN'S for Cadillac.

1936 Cadillac limousine 7-seater, face forward, winding partition, best in perfect condition, any offer over £750 considered.—Apply to The George Hotel, Bedford Square, London (Essex) 4119. (Tube). (8139)

JOE THOMPSON (MOTORS), Ltd. offer:—
1939 Cadillac 60 special Fleetwood saloon, colour grey, one owner, from The George Hotel, Bedford Square, South Kensington (next to Micheline), Ken. 4656. (17509)

FOR disposal, Cadillac La Salle car, 1939, engine and mainwork in perfect condition; any offer over £750 considered.—Apply to The George Hotel, Bedford Square, London (Essex) 4119. (Tube). (8139)

Cadillac Cars Wanted
SIMPSON'S MOTORS (WEMBLEY), Ltd. wish to purchase all models Cadillac. Wembley 3903. (10665)

ROY GALWAY Ltd., 21, Farm St., Berkeley Sq. (Grosvenor 4747), urgently desire to purchase modern American cars. (10457)

COLINDALE offer:—
1949 re-registered Chevrolet sedan, ex-Embassy car, one owner, from The George Hotel, Bedford Square, new tyres, immaculate condition, left-hand drive, £695.—Colindale Service Station, 155 157 and 159, Edwars Rd., N.W.9. Tel. Colindale 6122. (1659)

SIMPSON'S MOTORS offer:—
1949 Chevrolet, genuine 4-door saloon, heater, immaculate, low mileage.

1949 Chevrolet coupe, 2-door Aerodynamic, exceptional post-war car, fully streamlined, low mileage and interior.

1949 Chevrolet coupe, very latest model, low mileage, cream with red interior, fully de luxe, extra wide tape, blinkers, heater, radio, spot-light.

SIMPSON'S MOTORS (WEMBLEY), Ltd. (American car specialists), Wembley 3903. (16105)

CHEVROLET JOE THOMPSON (MOTORS), Ltd. offer:—

1948 Chevrolet convertible coupe, L.H.D., colour maroon, electrically operated hood, fitted heater, £1,475.

JOE THOMPSON (MOTORS), Ltd. 97, Fulham Rd., South Kensington (next to Micheline), Ken. 4656.

1948 Chevrolet 1937, Nov., property of engineer, in exceptional condition, 26,000 miles, absolutely draft-proof, ideal for invalid due to very easy steering and excellent riding qualities of car, licensed and insured, any trial; £1,450.—Apply, Reined Brake Drums, Ltd., 75, High St., London, N.16. (4555)

£395.—Chevrolet Master de luxe 51hp 29hp touring saloon, 1939, 6-seater body with coachwork finished in original black and chrome, late type features, independent front wheel suspension, horizontal radiator, gives a smooth powerful ride, special opportunity to obtain a late pre-war American.

CAMDEN MOTORS, Lake St., Leighton Buzzard, Beds. Tel. 2041 (5 lines). Nearly 400 cars ready for inspection and immediate purchase. Write for post-free catalogue. Hire purchase on all Buicks. Free delivery. (2155)

Chevrolet Cars Wanted
SIMPSON'S MOTORS (WEMBLEY), Ltd. wish to purchase all models Chevrolet. Wembley 3903 (10666)

DISTRIBUTORS for London and Home Counties require good Chevrolet cars.—British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Tem. 3588. (1722)

Chevrolet Spares and Service
CHEVROLET spares and repairs, for private vehicles only; distributors for London and Home Counties.—British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Tem. 3588. (1721)

DICKS CAR SALES offer:—
1937 Chrysler 24hp saloon, radio, fine order throughout; £350.

DICKS CAR SALES, Ltd. 385-401, High Rd., Kilburn, Maids Vale 6985-9. (19328)

SIMPSON'S MOTORS offer:—
1949 (first registered) Chrysler Royal, genuine 1949, post-war car, radio, heater, seat covers.

SIMPSON'S MOTORS (WEMBLEY), Ltd. (American car specialists), Wembley 3903. (18945)

JOE THOMPSON (MOTORS), Ltd. offer:—
SEPTEMBER 1937 Chrysler Richmond saloon, one owner, 44,000 miles, £400.

JOE THOMPSON (MOTORS), Ltd. 97, Fulham Rd., South Kensington (next to Micheline), Ken. 4656.

GARAGE SERVICE Co., Ltd. Hoop Lane, Golders Green, N.W.11, Tel. Speedwell 3405.—See our panel on page 41 for special Chrysler bargain.

£285.—1937 (reg. 1938) Chrysler Wimbledon de luxe saloon, black, hide interior.—Ray Motors, 130-134, Vain Lane, N.W.6. Hamstead 1219.

£625.—Chrysler Dodge 6 1940 model, semi post-war, front wind screen, laid up most of the year and really immaculate throughout, nearly new tyres.—Below.

£375.—Outstanding example of Chrysler Wimbledon 24hp de luxe saloon, bodywork and interior rather immaculate, although registered Sept. 1937, could pass for much later and more expensive model. 8 months' guarantee, hire purchase, exchange.—Lamb's of Wood Green, Finchley showrooms: 421 High Rd., Finchley N.12. Fin. 6221. (2226)

LIIMOSINE 1937 partitioned Pullman, widest occasion, black, immaculate. £955.

LPE & SAUNDERS (100 Limousines: Lists posted) A Providence Court, Grosvenor Square, Mayfair, 2941. (1650)

Chrysler Cars Wanted
SIMPSON'S MOTORS (WEMBLEY), Ltd. wish to purchase all models Chrysler. Wembley 3903 (10667)

ROWLAND SMITH the Chrysler buyers.—Hampstead High St. (Hampstead Tube), Ham. 6041

CASH immediately for good Chrysler.—H. P. Edwards, 154, Gt. Titchfield St., W.1. Langham 0012. (1657)

LOW mileage Chryslers, 1939 onwards.—Brown & White (Leeds), Ltd., Roundhay Rd., Leeds, 7. Tel. 450. (10565)

SEATERS 1937/38/39 Royal/Wimbledon/Dodge, privately owned Limousines required. Alpe, Providence Court, Grosvenor Square, Mayfair-2941. (1605)

UTO SALES (LONDON), Ltd. Chrysler agents, will purchase all types of Chrysler vehicles.—59-65, Beale Rd., N.W.6. Swiss Cottage, N.W.6. Tel. Balham 2334. (10645)

Chrysler Spares and Service
CHRYSLER official service agents

REPAIRS, spares, exchange engine service.—Church Road Eng. Co., Ltd. Haddenham, Essex. Tel. Haddenham (Essex) 5607/5727.

CHRYSLER Specialists, repairs, spares, exchange engine service.—L. A. Mitchell (Motors), Ltd., 1, Balham High Rd., London S.W.12. Tel. Balham 2334.

CITROEN
JOHN S. TRUSCOTT, Ltd.

A comprehensive range of post-war Citroens is always maintained; only first-class examples are offered. Full details of current stock and interesting literature, gladly sent on request.—173, Westbourne Grove, Bayswater, W.11. Bag. 427. (1759)

KENTISH & THOMSON, Ltd., offer:—
1950 January) Citroen Light 15 saloon, black with red leather, 11,000 miles, as new throughout; £1195.

564—566, Wickham Rd., Shirley, Croydon. Spring-park 3577-8. (2222)

DOENHAM MOTORS, Ltd., offer the following car:—
1949 (Nov.) Citroen Light 15 saloon, sun roof, black/brown hide, 8,000 miles.

56 Park Lane, W.1. Regd. 4865. (18085)

WORTHINGTON MOTOR Co. Ltd. for Citroen sources service.—Tel. Worthing 71. (1559)

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

CITROEN

H. W. MOTORS Ltd., the Citroen specialists, offer—

1950 Light 15 saloon, green with beige leather, this car has covered 12,000 miles with the owner's special engine and gear box unit—the original engine and gear box which have covered less than one hundred miles are now installed, chassis has been faultless maintained throughout its life, vehicle is therefore equal to new, extra include pressure and temperature gauges, French wing-guards, etc. (1602)

1949 Light 15 saloon, maroon/red leather, 19,000 miles, £1,075. (1602)

1947 Light 15, black/grey leather, 25,000 miles; (reg. '46) Light 15, black with brown leather, 25,000 miles, £725. (1602)

1940 6-cyl. saloon, green/green leather; £850. (1602)

MOTORS, Ltd., Walton-on-Thames 785 and 1437. (1602)

1947 15hp Citroen saloon, black and brown, excellent condition, £225—below. (1602)

1946 15hp Citroen saloon, black and beige, good tyres, 25,000 miles, £725—Walton Motors (Maybury Hill), Ltd., Watling 1626. (1602)

£425—1939/40 Citroen 15 saloon, very nominal mileage, excellent order throughout. (1602)

RIAN FINLAYSON, Ltd., Sales and Service, 2, Penrith Road, Bayswater, W.11, Bayswater 5561. After 6.15pm Hill 4755. (1602)

A SERVICE STATION (LONDON), Ltd., offer from the finest stock of Citroen in the country— (1602)

1950 Citroen Light 15 saloon, maroon, 14,000 miles, £1,200. (1602)

1949 Citroen 15 saloon, grey, 12,000 miles, £1,085. (1602)

1949 Citroen 15 saloon, black, 20,000 miles; £995. (1602)

1949 Citroen 6-cylinder 22hp saloon, black, many extras, 12,000 miles, £1,575. (1602)

NORTH CARS, Ltd., Stonebridge Park, N.W.10, 5585 (5 lines). (1602)

1949 (November) Citroen Light 15 saloon, black, mileage 15,100; £975—Hickam, Ladbroke 1155. (1602)

£425—Citroen 15 1939 4-door saloon, exceptional, alloy good condition, very good performance, many extras. (1602)

EMMOTORS, 1, Clarendon Rd., Holland Park, London, W.11, Para 5067-7, Open Mon. to Sat., 6.30 yards Holland Park Tube.) (1602)

1950 (Jan. 18) Citroen 15 saloon, black, maroon leather, sliding head, 4,000 miles, one owner, immaculate, taxed Dec. 31, 1951; £1,350. (1602)

MCKINNON MOTORS, Ltd., Langham House, 5, St. James's Rd., W.1, near Grosvenor, Surrey, Established 1906, Tel. Watlington 5454. (1602)

CITROEN CARS (LONDON), Ltd., 1468 Chancery, 13 saloon, maroon, low mileage, excellent order, Gordon House, 375 Euston Rd. N.W.1, Euston 9411. (1602)

OPPORTUNITY occurs to acquire a really exceptional 1947 model Citroen Light 15 saloon, grey with red leather, in the best of condition, with all accessories and has been meticulously looked after by one owner; £950. (1602)

R. C. WIMBUSH, Ltd., 312, Earle Court Rd., London, S.W.5, Freeman 5401. (1602)

1947 Citroen, Light 15 saloon, black, maroon leather, chrome, red leather, low mileage absolutely immaculate, written guarantee, terms, telephone H. P. Edwards 754, Gt. Titchfield St., W.1, Langham 0012. (1602)

C. G. NORMAN & Co. (1602)

CITROEN Sole Distributors for the County of London (1602)

ROYERS of low-mileage Citroen cars—46-52, Vauxhall Bridge Rd., London, S.W.1, Victoria 221. (1602)

A SERVICE STATION (LONDON), Ltd. (1602)

THE Citroen distributors are anxious to purchase post-war Citroen Light 15 and 6-cylinder cars—North Circular Rd., Stonebridge Park, N.W.10, E 48 5585 (5 lines). (1602)

JOHN S. TRUSCOTT Ltd., urgently require Citroen. (1602)

EXCEPTIONAL prices offered for low mileage really well-kept examples—173, Westbourne Grove, W.11, May 3274. (1602)

ROWLAND SMITH'S, the Citroen buyers—Ramo, 6041 (1602)

W. MOTORS, Ltd., always require first-class Citroen, Tel. Walton-on-Thames 785 and 1437. (1602)

CASH immediately for good Citroen—H. P. Edwards, 154, Gt. Titchfield St., W.1, Langham 0012. (1602)

A FREEMAN, Ltd., Grosvenor Garage, require 14 Citroen car, low mileage, one owner—Barnage Manchester 19 Tel. 2974-5. (1602)

Citroen Spares and Service (1602)

C. G. NORMAN & Co. (1602)

CITROEN sole distributors for the County of London (1602)

SALES of Citroen—Distributors and specialists for over 25 years—London 311-3. (1602)

BRING your used cars to the Citroen specialists, we will recondition as new. (1602)

THE HEADLIGHT, Ltd., 2027-8, Grams, Trubie, & Co. (1602)

WIDEMORE GARAGES, Ltd., Putney Rd., Bath 4602—Citroen spares, reconditioned drive trains, 40-hp service. (1602)

CITROEN specialists, breakdown service, exchange gear box fitted 24 hours—Lorraine Garage, 29-30 Euston Road, S.W.1, Western 6074. (1602)

CITROEN—We are distributors for N.W. Kent and specialists in reconditioning these cars front drive assemblies fitted from stock—Barnhurst Garage, Ltd., Barnhurst 723. (1602)

BOWES ROAD GARAGE & ENGINEERING Co., Ltd., Bowes Rd., Epsom, Surrey, specialists on Citroen body repairs and mechanical overhauls; swivel joints reconditioned 40-hr; all spares stocked. (1602)

CROSSLEY

1937 Crossley 4-door sports 4-door saloon, one owner, 55,000 miles only, exceptional car, £235—John Gray, 40, Hermitage Lane, N.W.2. Speedwell 1284. (1602)

DAILNER (1602)

CAR MART, Ltd. (1602)

1947 Daimler 7-seater Windover limousine, 15,000 miles, £1,550—Car Mart, Ltd., 520, Euston Rd., N.W.1, Euston 1212. (1602)

OVERSEAS CARS, Ltd. (1602)

1948 2½-litre Daimler saloon, black, green leather, seat covers, miles 9,143; £1,375. (1602)

OVERSEAS CARS, Ltd., 277, Bromley Rd., Knightsbridge S.W.3, Tel. Kensington 7475. (1937)

BROOKLANDS for individuality. (1602)

1946 Daimler 2½-litre saloon, blue, blue leather, one owner only, exceptional condition. (1602)

103 New Bond St., London, W.1, Mayfair 8551/6. (1619)

CHARLES POLLETT, Ltd., offer— (1602)

1947 Daimler saloon, black, brown leather, 29,000 miles, meticulously and carefully maintained, exceptional condition throughout guaranteed, £1,375. (1602)

18 Berkeley St., W.1, May 5256. (1602)

SERVICE Works & Stores, 12, Wellesley Ave., W.6. (1602)

STRATSTONE Ltd., Daimler specialists. (1602)

DAILNER 2½-litre coupe by Barker (Dec. 1949), black with green leather, mileage under 300, a brown £1,575. (1602)

DAILNER 2½-litre saloon (1949), black with brown leather, radio, heater and demister, low mileage, excellent condition, £1,550. (1602)

DAILNER 2½-litre saloon (1948), grey with blue leather, radio, heater, most attractive, £1,375. (1602)

DAILNER 2½-litre saloon (1946), black with green leather, chauffeur maintained, in outstanding order, £1,375. (1602)

DAILNER 2½-litre saloon (1940), maroon, most outstanding condition, radio, heater, lower chassis guaranteed, £1,375 (1950 off chassis) fitted with latest type 27hp engine by Daimler Co., rooms body, in excellent order throughout, £1,375. (1602)

STRATSTONE, 40, Berkeley St., W.1, (Mayfair) W.C.1, (Ternmouth) 7451. (1602)

1937 Daimler 7-seater saloon de luxe; £495. (1602)

GEORGE NEWMAN & Co., 360, Euston Rd., N.W.1, Euston 4565. (1602)

1950 Daimler 2½-litre, black, brown leather, Radiomobile, heater, 9,700 miles, £1,350, Wyle, Downpatrick, Ireland. (1602)

CASS MOTOR MART—1939 Daimler 20hp saloon, black, genuine 42,000 miles, superb, written guarantee—5, Warren St., W.1, Euston 4110. (1918)

7000 miles—1949 (Aug.) Daimler Barker drop head four-seater coupe, black—Eaton Station, Cleve Hill 95 (Chesham). (Trade enquiries only) (1602)

SINK (BOURNEMOUTH), Ltd., engaged exclusively in the distribution of Daimler and Lanchester cars, omitting to buy or selling; all spares and every service. (1602)

DAILNER House, Bournemouth, Tel. 5465 (1602)

1949 Daimler 2½-litre saloon, one private owner, magnificent condition, £1,665, exchanges, telephone 404-179, Chislehurst Rd., Brixton, Tel. Southbourne 1022. (1602)

LATE 1936 Daimler straight eight chassis with Frezzone & Webb drop-down limousine coachwork, carefully maintained, low mileage, taxed to December, exceptional opportunity, £2,725. (1602)

RICHARDS SERVICE STATION, Ltd., Cleve, Bristol, Tel. Yaston 3132-3. (1602)

1949 2½-litre Daimler 4-seater coupe by Barker drop head, red leather, radio and heater, immaculate, 9,000 miles—Sidner, Marcus, Ltd., 31, Stone St., S.W.1, Tel. Sloane 557-600. (1602)

595 miles—Daimler 1939 2½-litre de luxe 4-door saloon, black, sliding head, blue leather, pre-selector drive, very good condition; terms, exchanges, list, open 9-7 week-days and Saturdays—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. (1602)

1935 Daimler 15 6-11, sal. dark blue, 55,000 miles, original paint, chrome, ex. leather and interior fine case, engine just overhauled, chassis, etc. extremely good practically new, whole car very sound; £375—Parsons Garage, Ltd., Sandbanks Rd., Parkstone, Bournemouth, Tel. Canford Cliffs 7818. (1602)

A impressive alternative to a new car—1935 Daimler 2½-litre saloon, engine completely overhauled and reconditioned by leading Daimler agents at a cost of £115, the car has also just been reconditioned and fitted with a new spare tyre, brown leather upholstery in excellent condition, best offer of £400 possible—Box 533 (1932) (1602)

NAYLOR & FOOT, Ltd.—1939 Daimler 2½-litre 4-door saloon, black leather, excellent performance and appearance; £735; 5 months' guarantee; with a new spare tyre, brown leather upholstery in excellent condition, best offer of £400 possible—Box 533 (1932) (1602)

LIMOUSINE 1936 37/39 24hp, partition, widest ex. chassis, original paint, chrome, ex. leather and interior fine case, engine just overhauled, chassis, etc. extremely good practically new, whole car very sound; £375—Parsons Garage, Ltd., Sandbanks Rd., Parkstone, Bournemouth, Tel. Canford Cliffs 7818. (1602)

LIFE & SAUNDERS (100 Limousines: Lists posted) (1602)

A Providence Court, Grosvenor Square, Mayfair 2941. (1616)

Daimler Cars Wanted (1602)

C (1602)

THE CAR MART, Ltd., with to purchase Daimler cars—150, Park Rd., W.1, Grosvenor 544-5. (1602)

ROWLAND SMITH'S, the Daimler buyers—Hampstead Rd. 154, (Hampstead Tube), Ham. 6041. (1932)

High St. (Hampstead Tube), H. P. Edwards, 154, Gt. Titchfield St., W.1, Langham 0012. (1602)

BRITISH & COLONIAL MOTORS, Ltd., require used Daimler cars—Upper St. Martin's Lane, W.C.2. Tem. 3588. (1602)

Daimler Cars Wanted

DAILNER 20hp 4-door, 1936, 1937, 1938, 1939, 1940, 1941, 1942, 1943, 1944, 1945, 1946, 1947, 1948, 1949, 1950, 1951, 1952, 1953, 1954, 1955, 1956, 1957, 1958, 1959, 1960, 1961, 1962, 1963, 1964, 1965, 1966, 1967, 1968, 1969, 1970, 1971, 1972, 1973, 1974, 1975, 1976, 1977, 1978, 1979, 1980, 1981, 1982, 1983, 1984, 1985, 1986, 1987, 1988, 1989, 1990, 1991, 1992, 1993, 1994, 1995, 1996, 1997, 1998, 1999, 2000, 2001, 2002, 2003, 2004, 2005, 2006, 2007, 2008, 2009, 2010, 2011, 2012, 2013, 2014, 2015, 2016, 2017, 2018, 2019, 2020, 2021, 2022, 2023, 2024, 2025, 2026, 2027, 2028, 2029, 2030, 2031, 2032, 2033, 2034, 2035, 2036, 2037, 2038, 2039, 2040, 2041, 2042, 2043, 2044, 2045, 2046, 2047, 2048, 2049, 2050, 2051, 2052, 2053, 2054, 2055, 2056, 2057, 2058, 2059, 2060, 2061, 2062, 2063, 2064, 2065, 2066, 2067, 2068, 2069, 2070, 2071, 2072, 2073, 2074, 2075, 2076, 2077, 2078, 2079, 2080, 2081, 2082, 2083, 2084, 2085, 2086, 2087, 2088, 2089, 2090, 2091, 2092, 2093, 2094, 2095, 2096, 2097, 2098, 2099, 2100, 2101, 2102, 2103, 2104, 2105, 2106, 2107, 2108, 2109, 2110, 2111, 2112, 2113, 2114, 2115, 2116, 2117, 2118, 2119, 2120, 2121, 2122, 2123, 2124, 2125, 2126, 2127, 2128, 2129, 2130, 2131, 2132, 2133, 2134, 2135, 2136, 2137, 2138, 2139, 2140, 2141, 2142, 2143, 2144, 2145, 2146, 2147, 2148, 2149, 2150, 2151, 2152, 2153, 2154, 2155, 2156, 2157, 2158, 2159, 2160, 2161, 2162, 2163, 2164, 2165, 2166, 2167, 2168, 2169, 2170, 2171, 2172, 2173, 2174, 2175, 2176, 2177, 2178, 2179, 2180, 2181, 2182, 2183, 2184, 2185, 2186, 2187, 2188, 2189, 2190, 2191, 2192, 2193, 2194, 2195, 2196, 2197, 2198, 2199, 2200, 2201, 2202, 2203, 2204, 2205, 2206, 2207, 2208, 2209, 2210, 2211, 2212, 2213, 2214, 2215, 2216, 2217, 2218, 2219, 2220, 2221, 2222, 2223, 2224, 2225, 2226, 2227, 2228, 2229, 2230, 2231, 2232, 2233, 2234, 2235, 2236, 2237, 2238, 2239, 2240, 2241, 2242, 2243, 2244, 2245, 2246, 2247, 2248, 2249, 2250, 2251, 2252, 2253, 2254, 2255, 2256, 2257, 2258, 2259, 2260, 2261, 2262, 2263, 2264, 2265, 2266, 2267, 2268, 2269, 2270, 2271, 2272, 2273, 2274, 2275, 2276, 2277, 2278, 2279, 2280, 2281, 2282, 2283, 2284, 2285, 2286, 2287, 2288, 2289, 2290, 2291, 2292, 2293, 2294, 2295, 2296, 2297, 2298, 2299, 2300, 2301, 2302, 2303, 2304, 2305, 2306, 2307, 2308, 2309, 2310, 2311, 2312, 2313, 2314, 2315, 2316, 2317, 2318, 2319, 2320, 2321, 2322, 2323, 2324, 2325, 2326, 2327, 2328, 2329, 2330, 2331, 2332, 2333, 2334, 2335, 2336, 2337, 2338, 2339, 2340, 2341, 2342, 2343, 2344, 2345, 2346, 2347, 2348, 2349, 2350, 2351, 2352, 2353, 2354, 2355, 2356, 2357, 2358, 2359, 2360, 2361, 2362, 2363, 2364, 2365, 2366, 2367, 2368, 2369, 2370, 2371, 2372, 2373, 2374, 2375, 2376, 2377, 2378, 2379, 2380, 2381, 2382, 2383, 2384, 2385, 2386, 2387, 2388, 2389, 2390, 2391, 2392, 2393, 2394, 2395, 2396, 2397, 2398, 2399, 2400, 2401, 2402, 2403, 2404, 2405, 2406, 2407, 2408, 2409, 2410, 2411, 2412, 2413, 2414, 2415, 2416, 2417, 2418, 2419, 2420, 2421, 2422, 2423, 2424, 2425, 2426, 2427, 2428, 2429, 2430, 2431, 2432, 2433, 2434, 2435, 2436, 2437, 2438, 2439, 2440, 2441, 2442, 2443, 2444, 2445, 2446, 2447, 2448, 2449, 2450, 2451, 2452, 2453, 2454, 2455, 2456, 2457, 2458, 2459, 2460, 2461, 2462, 2463, 2464, 2465, 2466, 2467, 2468, 2469, 2470, 2471, 2472, 2473, 2474, 2475, 2476, 2477, 2478, 2479, 2480, 2481, 2482, 2483, 2484, 2485, 2486, 2487, 2488, 2489, 2490, 2491, 2492, 2493, 2494, 2495, 2496, 2497, 2498, 2499, 2500, 2501, 2502, 2503, 2504, 2505, 2506, 2507, 2508, 2509, 2510, 2511, 2512, 2513, 2514, 2515, 2516, 2517, 2518, 2519, 2520, 2521, 2522, 2523, 2524, 2525, 2526, 2527, 2528, 2529, 2530, 2531, 2532, 2533, 2534, 2535, 2536, 2537, 2538, 2539, 2540, 2541, 2542, 2543, 2544, 2545, 2546, 2547, 2548, 2549, 2550, 2551, 2552, 2553, 2554, 2555, 2556, 2557, 2558, 2559, 2560, 2561, 2562, 2563, 2564, 2565, 2566, 2567, 2568, 2569, 2570, 2571, 2572, 2573, 2574, 2575, 2576, 2577, 2578, 2579, 2580, 2581, 2582, 2583, 2584, 2585, 2586, 2587, 2588, 2589, 2590, 2591, 2592, 2593, 2594, 2595, 2596, 2597, 2598, 2599, 2600, 2601, 2602, 2603, 2604, 2605, 2606, 2607, 2608, 2609, 2610, 2611, 2612, 2613, 2614, 2615, 2616, 2617, 2618, 2619, 2620, 2621, 2622, 2623, 2624, 2625, 2626, 2627, 2628, 2629, 2630, 2631, 2632, 2633, 2634, 2635, 2636, 2637, 2638, 2639, 2640, 2641, 2642, 2643, 2644, 2645, 2646, 2647, 2648, 2649, 2650, 2651, 2652, 2653, 2654, 2655, 2656, 2657, 2658, 2659, 2660, 2661, 2662, 2663, 2664, 2665, 2666, 2667, 2668, 2669, 2670, 2671, 2672, 2673, 2674, 2675, 2676, 2677, 2678, 2679, 2680, 2681, 2682, 2683, 2684, 2685, 2686, 2687, 2688, 2689, 2690, 2691, 2692, 2693, 2694, 2695, 2696, 2697, 2698, 2699, 2700, 2701, 2702, 2703,

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

1937 Fiat 500 drop head, blue, good condition, ready for sale. £225.-N. Harrison, But-
terton House, Nr. Newcastle, Staffs 63065. (1478)

1937 Fiat 500 d.h. coupe, complete engine, reconditioned, loose covers, £120.—Smith and Hunter, Ltd., 576, Kensington High St., London, W.14. Tel. Western 2512. (1710)

420000 miles. June, 1953. Fiat 1100 pillars, saloon, original condition, blue with blue leather upholstery. £475; terms and exchange. 3, S. Hall, 52, King St., W.6. Riverside 1061. (1163)

C. V. RUSMHER, the Fiat specialists, fully reconditioned and guaranteed models available; only first-class examples offered; present stock includes 1939 (110) convertible coach, 1940 500 coupe—39, Holland Park W.11, Park 5731. (1713)

1937 Fiat 500 (German) cabriolet, maroon with orange wood interior, 60,000 kilometres, left-hand drive, licensed to March, battery re-lined and several recent replacements. £500.—Mrs. J. Davis, 2, End House, Rosemoor St., W.3. Ken 1025. (1753)

365 c.c.s.—Fiat 500 1939 de luxe convertible 4-door saloon, maroon green, fawn leather, carefully used, excellent condition; terms, exchange; list open 3-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. (2012)

CHIA, D.H. four-seater coupe on Fiat 1500 chassis. C.V. probably the most elegant and outstanding specimen produced, close new ivory suit. Completely new upholstery, recently reconditioned and barely run in new Kide battery, steel twin rear lights, twin Melbourne fitted new heater. £250.—Below. (1710)

1939 Fiat 500 de luxe cabriolet, completely reconditioned, better than new saloon, blue leather, new chassis, special 1000 cc. engine, rear battery, bumpers, spare wheel cover, reconditioned; £395; another 1939 three-seater, in first-class mechanical condition, being reconditioned and fitted new mats, etc.; £355; 1938 reconditioned throughout, reconditioned, £240.—Derrington, 159, London Rd., Kingston 5681-2. (2140)

£395—1940 Fiat 500 4-seater coupe, most desirable, attractive metallic red, with red leather, expertly maintained on behalf of lady owner, very sweet engine, extras include spandermasters, etc. completely recommended for family motorist at exceptionally low cost; choice of two other 500 models; from £200.—(2140)

CAMDEN MOTORS, Lake St., Leighton Buzzard, Beds. (Tel. 2041 (5 lines)). Nearly 400 cars ready for inspection and immediate purchase. Write for post-free catalogue. Hire purchase. Part-exchanges. Free delivery. (2160)

Fiat Cars Wanted

R ROWLAND SMITH'S, the Fiat buyers.—Hampstead R. High R. (Hampstead Tube). Ham. 6041. (1953)

CASH immediately for good Fiat.—H. P. Edwards, 154, Gt. Titchfield St., W.1. Langham 0012. (1955)

MAVFAIR GARAGES, Ltd., sell more pre-war Fiat yearly than any firm in the country, so are always ready cash buyers, all models.—Below.

MAVFAIR GARAGES, Ltd. also require neglected Fiat for reconditioning; send brief particulars and price required.—Below.

MAVFAIR GARAGES, Ltd., Balderton St. (opposite Selfridges) clock, Mayfair, W.1. Mayfair 3104-5. (1045)

Fiat Spares and Service

FIAT 500cc genuine Fiat spares, reconditioned engines, gear boxes, starters, dynamos, etc., guaranteed repairs.—S. & S. Motors, 165A, Westbourne Grove, W.11, Tel. Bux 1016. (1016)

FIAT (ENGLAND), Ltd., Water Rd., Wembley, sole licensees for the United Kingdom, are only source of genuine Fiat spares and service.—Tel. Perivale 5051. (1009)

B. P. J. ENGLAND, Ltd., offer exchange engines, fitted new day, own engines reconditioned 7-10 days, and used engine chassis and body parts.—15, Lewlands Rd., Harrow. Brr. 1819. (1025)

FIAT 500, 1100 and 1500, full range of spares, reconditioned engines gear boxes, suspensions, dynamos, starters, radiators in exchange, spare wheel covers, luggage carriers, supercharger sets, Metric spares; complete service, all models.—Derrington, 159, London Rd., Kingston 5681-2. (1530)

FORD (to h.p.)

PERRY'S OF HARROW HAVE an excellent selection of post-war 5hp saloons available. PHONE Harrow 1031 for details. (1115)

W HAROLD PERRY, Ltd., Station Bridge Wealdstone Harrow, Middlesex. (1009)

G. B. (BALHAM), Ltd., offer—

285 c.c.s.—1938-9 Ford 8 saloon, reconditioned engine, fine, recent gear change, original, choice of three—2c Balham Hill, S.W.12 (1000) N. Chatham Road Tube. Brrt. 1107-8-9. (1846)

PHILIP RICKARDS, Ltd., offer—

1947 Ford 8, black, nominal mileage, exceptional condition, original. Brick St., Park Lane, London, W.1. Grosvenor 4772-3. (2006)

D AGENHAM MOTORS, Ltd., Ford Main Dealers. (1307)

1949 Ford Anglia saloon, black, 6,000 miles. (1307)

56 Park Lane, W.1. Regent 4666. (1307)

1949 Ford Anglia, green, £375.—S. F. Erskine & Sons, Woking 330. (2237)

1946 Ford 8 Anglia saloons, good tyres, clean and very sound; from £425.—Below. (2237)

1947 Anglia, very carefully used, £450.—Below. (2237)

1937 Ford 8 saloon, reconditioned engine, very clean, original and Hunt St., Ltd., 376, Kensington High St., London, W.14. Tel. Western 2819. (1776)

1939 c.c.s.—1937 Ford 8, in very good condition.—Monahan Motors, 324, London Rd., Thornton Heath 5081. (2250)

1947 Ford Anglia saloon black, brown leather, exceptional condition, £485.—Lee & Travis, Ltd. Esher 1234. (1194)

£350—1939 Ford 8 sal., black, leather upholstery and trimmings, 3 very good tyres, in excellent condition throughout. (1914)

MAKIN & HARRISON (MOTORS), 492-6, High Rd., Chichester, Chichester 0556-2019. (1914)

1950 Ford Anglia saloon, 1,400 miles.—British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Tom. 5509. (1147)

1949 Ford Anglia, black, fitted radio, low mileage; £625.—L. Dove, Ltd., Mid-Surrey Car Centre, Guildford Rd., Woking 1302. (1958)

ARTHUR E. GOULD, Ltd., 290-292, Regent St., W.1. Langham 1594-5.—1946-8 Ford Anglia saloons, low mileage, all guaranteed, also earlier models. (1078)

1938 Ford 8 de luxe saloon, black, loose covers, radio, very clean car; £235.—Roya Automobiles, Ltd., 127, Park Way, N.W.1. Euston 2700. (1099)

1946 Ford Anglia saloon, reconditioned throughout, with three months' guarantee, £495; also 1939 Ford 8 saloon, reconditioned engine just fitted, excellent bodywork, 5 months' guarantee, £375. (2118)

1946 Ford Anglia saloon, reconditioned throughout, with three months' guarantee, £495; also 1939 Ford 8 saloon, reconditioned engine just fitted, excellent bodywork, 5 months' guarantee, £375. (2118)

1938 Ford 8 black saloon, clean paintwork with red leather interior, economical performance; £279 cash or £4 deposit, balance payable by equal monthly instalments. C. S. Motors, Ltd., Dudden Hill Lane, Neasden, Gladsstone 8605-6. (1668)

£295—1950 Ford 8 saloon, late owner doctor who has always kept this vehicle maintained in 100% condition; 3 months' guarantee, hire purchase, exchange.—Lambda of Wood Green, Finchley Showrooms, 321, Regent Park, N.12. Glia. 5221. (2223)

Ford Eight Cars Wanted

I REQUIRE post-war Ford 8 urgently.—30, Ryecroft Rd., S.W.15. Tulse Hill 1238 (day). (1078)

POST-WAR Ford required, cash payment.—Morley 54, Streatham Hill, S.W.2. Tulse Hill 4489. (0845)

CASH buyers of low mileage Ford 8s; distance no object.—Hartons, Lord St., Southport, Tel. 2269. (1914)

GOULDING AND BROS., the Ford 8 buyers.—Hampstead R. High St. (Hampstead Tube), Hampstead 6041. (1914)

POST-WAR Ford 8 required, good condition, cash settlement.—J. Gillhurst Rd., Harborne, Birm. 10 Harborne 2561. (1917)

1939-1949 Ford 8 saloon urgently required in quantity.—Richard Prater, Ltd., 254, High Rd., Tottenham, N.15. Sta. 2532 and 0464. (4915)

RAYMOND WAT the hire-purchase specialists, are still buying Ford 8s and have unlimited cash available.—Canterbury Rd., Kilburn, N.W.6. Maids 7044 (10 lines). (0640)

FORD (to h.p.)

W HAROLD PERRY, Ltd., Invicta Works, 279, Ballards Lane, North Finchley, N.12. Tel. Hillside 4444. (1914)

1947 Ford Prefect saloon, colour grey, cloth upholstery, one owner, £665. (1115)

1949 Ford Prefect saloon, colour beige, cloth upholstery, one owner, £665. (1115)

1946 Ford Prefect saloon, colour metallic blue, red leather upholstery, £600. (1115)

W HAROLD PERRY, Ltd., Invicta Works, 279, Ballards Lane, North Finchley, N.12. Tel. Hillside 4444. (1914)

CAR MART, Ltd., (1115)

1949 Ford Prefect saloon, 8,000 miles, £795.—Car Mart, Ltd., 150, Park Lane, W.1. Grosvenor 3434. (1115)

PERRY'S OF HARROW HAVE an excellent selection of post-war 10hp saloons available. PHONE Harrow 1031 for details. (1115)

W HAROLD PERRY, Ltd., Station Bridge Wealdstone Harrow, Middlesex. (1010)

ROUNDABOUT offer—

1948 Ford Prefect, grey with brown leather upholstery, one owner, £665. (1645)

ROUNDABOUT GARAGE, Western Ave., Greenford, Middlesex. Waxlow 1071-5. (1645)

OVERSEAS CARS, Ltd. (1955)

1949 Ford Prefect saloon, green/cloth, 10,600 miles, £775. (1955)

1949 Ford Prefect saloon, green/leather, 8,340 miles, £775. (1955)

OVERSEAS CARS, Ltd., 227, Brompton Rd., Knightsbridge, S.W.3. Tel. Kensington 7475. (1955)

ELITE MOTORS offer—

1939 Ford Prefect 2-door saloon, black with cloth interior, in exceptionally clean condition throughout; £395. (1955)

1938 Ford 10 4-door saloon, in original well maintained condition, blue with interior to match, excellent chassis; £345. (1955)

1938 Ford 10 2-door sun saloon, completely reconditioned in black blue leather interior, faultless mechanical offer; £385. (1955)

DICKS CAR SALES offer—

1949 Ford 10 saloon, leather upholstery, 5,000 miles, £775. (1955)

DICKS CAR SALES, 251-261, Garratt Lane, Tooting E. Broadway, Tel. Balham 2474, four lines. (2231)

1949 Ford 10 saloon, leather upholstery, 5,000 miles, £775. (1955)

DICKS CAR SALES, 251-261, Garratt Lane, Tooting E. Broadway, Tel. Balham 2474, four lines. (2231)

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USED CARS FOR, SALE AND WANTED—SPARES AND SERVICE

FORD (10 h.a.)

1950 Ford Prefect, black, upholstery, many extras, 2,300 miles. £795, immediate sale. Purbeck Rd., Harnchurch, Essex. Tel. Harnchurch 4095. (1929)

1949 Ford 10 Prefect, black leather upholstery, low mileage, one owner as new throughout. £795—Wembley Court Motors, High Rd., Wembley. Arnold 5221-25. (1951)

1939 Ford Prefect 2-door saloon, recently reconditioned, exceptionally fine condition throughout. £415—Hewes Motors, Grand Parade, Forty Lane, Wembley. Arnold 5004. (1929)

1949 Ford Prefect saloon, leather upholstery, low mileage. £775; also 1949 Ford Prefect saloon, leather upholstery, 4-door. £485. (1929)

FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, N.W.2, Old. 2234. (2139)

WALTER SCOTT, Ltd., 1949 (Nov.) Ford Prefect, black, 7,000 miles, extra, unmarked, one owner. £750; choice of three—39, College Crescent, Hampstead, N.W.5 (Islands Court Tube). Tel. 5914. (1950)

FORD Prefect, beige, registered Sept. 1949, genuine 5,000 miles, leather upholstery with loose covers, maintained by Ford agents, radio, taxed for year, in first-class condition, south coast. £765—Bos. 8344. (1929)

TANKARD & SMITH, Ltd., offer 1947 Ford Prefect saloon in black with red leather upholstery, one owner only, genuine 18,000 miles only, as new throughout, £600, three months' written guarantee; also 200 guaranteed used cars of all makes—190, King's Rd. S.W.3, Tel. Flaxman 4601-3. (1942)

Ford Ten Cars Wanted
ROWLAND SMITH'S, the Ford 10 buyers—Hampstead High St. (Hampstead Tube). Ham. 6041. (1055)

1949 Ford 10 Prefect saloon required—Turnbull, Rose House, Station Hill, Winchester. £570

I NEED POST-WAR Ford—Portsmouth. (1930)

ASHBURY, 5000 miles, Ford 10, distance no object—Bathurst. Tel. 2568. (1929)

MARSTON MOTOR CO., Ltd., for Ford 10, Tel. St. 5000. Seven Sisters Rd., Tottenham, N.15. (1929)

1950 or near Ford Prefect wanted—McDonnell, 6397, Bramblewood Rd., Wallington. (2095)

1939-1949 Ford 10 saloon urgently required—Richard, Prags, Ltd. 254, High Rd., Tottenham, N.15. Tel. 2232 and 0464. (1916)

RAYMOND WAY, the hire-purchase specialists, are still buying Ford cars, immediate cash available—Canterbury Rd., Kilburn, N.W.6. Maids Vale 6044 (10 lines). (1061)

FORD (V.8)

W. HAROLD PERRY, Ltd., Invicta Works, 279, Ballards Lane, North Finchley, N.12, Tel. Hillside 4444. (1929)

1949 Ford Pilot saloon, colour green, beige leather, heater, and radio, 9,000 miles genuine. £1,095. (1929)

1948 Ford Pilot saloon, colour black, brown leather, Pye radio, mileage 15,000. £950. (1929)

1939 (registered 29/12/39) Ford 91A saloon, colour red, 10,000 miles, upholstery, loose covers, fitted with many extras, reconditioned engine fitted 1950, first-class condition. £1,000. (1929)

W. HAROLD PERRY, Ltd., Invicta Works, 279, Ballards Lane, North Finchley, N.12, Tel. Hillside 4444. (1929)

SIMPSON'S MOTORS offer—
1948 (genuine) Ford V.8 2-door sedan, fitted with radio and heater, low mileage. (1929)

1948 (genuine) Ford V.8 2-door sedan, fitted with radio and heater, low mileage. (1929)

ALLAN TAYLOR MOTORS, Ltd., offer—
1948 (December) Ford Pilot. £1,075. (1929)

1948 (April) Ford Pilot saloon, radio and heater; £625. (1929)

HIGH ST., Wandsworth, S.W.18. Vandye 4335 (5 lines). (1929)

1939 Ford model 91A 4-door saloon, well maintained. £550. (1929)

GEORGE NEWMAN & Co., 369, Euston Road, N.W.1. Euston 4466. (1929)

1949 Ford V.8 Pilot saloon, colour black, brown leather, radio, heater, 9,500—Hans Orange, Chase 909. (1929)

1948 Pilot saloon, H.M.V. radio, heater, and really carefully used. £925—Campbell Symonds, Wembley 6862. (1929)

1949 (Sept.) Ford Pilot saloon, black, brown leather, radio, heater, 1,100 miles, perfect. £1,125—J. H. H. Kent. (1929)

1940 Ford V.8 Mercury, registered 1947, £10 tax, excellent condition. £600—John Whalley, Ltd., London Rd., Bishop's Stortford, Tel. 161 & 162. (1964)

GORDON CARS (LONDON), Ltd., 1949 Ford Pilot saloon, black/fawn leather, heater, radio. Gordon House, 373, Euston Road, N.W.1. Euston 6611. (1929)

1949 (Nov.) Ford Pilot, black, brown leather, heater, radio, 12,000 miles only, beautiful condition. £1,055—Field End 9009, 23, Burwood Ave., Eastcote, Pinner. (1951)

1949 Ford V.8 Customs convertible, power-operated hood, 14,000 miles, beautiful condition. £1,435—J. P. Crawley, 48, Kensington Court, W.8. Western 6015. (1951)

1948 (Nov.) Ford Pilot saloon, mist green, leather upholstery, radio, heater, nominal mileage, superb condition throughout, written guarantee. £950—S. Morris & Co., 29-31, Edgware Rd., London, W.2. Tel. 3075-6. (1962)

PERFORMANCE CARS, The Sports Car specialists, of 21, Daleham Mews, Belzite Lane, N.W.3 (Ham. 1111), offer with 3 months' written guarantee—1937 Ford V.8 30hp drop head four-seater, £255; 1939 Ford V.8 20hp saloon, £255; 1936 Ford V.8 30hp roadster de luxe, £185; 1936 Ford V.8 saloon, £175—See also under Riley and Sports Cars. (1913)

Ford V.8 Cars Wanted

JOHN S. TRUSCOTT, Ltd., urgently require Ford Pilot. EXCEPTIONAL prices offered for low mileage really well-kept classics—173, Westbourne Grove, W.11. Bay. 4274. (1762)

SIMPSON'S MOTORS (WEMBLEY), Ltd., urgently require all model Ford V.8. Wembley 3905. (1929)

ROWLAND SMITH'S, the Ford V.8 buyers—Hampstead High St. (Hampstead Tube). Ham. 6041 1055

BRITISH & COLONIAL MOTORS, Ltd., require good Ford Pilot cars—Upper St. Martin's Lane, W.C.2. Tel. 5568. (1738)

COWLEY MOTORS require a 1946 V.8 and a Ford V.8 Mercury coupe or sedan—Cowley Motors, 473, Cranbrook Rd., Ilford, Essex. Tel. Valentine 1066. (1673)

UTILITY—FORD OR OTHER BODIES
1939 order throughout, also Bradford utility—Autowork (Winchester), Ltd. Tel. Winchester 4634 3400. (1597)

FORD 50hp V.8 pick-up utility, adjustable bench type front seat, floorboards and ungued, chassis stripped and rebuilt, finished dark blue, photo on request—Toolery & Youngs, High St., Slough, North. (1515)

FORD 50hp 1937 factory built 7-seater station wagon, stored through war, used on basic only, total mileage 47,000, now fitted reconditioned engine, whole car in exceptional condition, looks as new, all good tyres, on delivery. £425-4. King St., Wilton, Nr. Salisbury, Wilt. (2296)

1949 Ford Mercury, late model Canadian, polished metal body, cash, terms, exchange—Jack Stone & Son, 221, Upper Richmond Rd., S.W.15. Tel. Putney 1024-5, 276-7, day and night. (1929)

1949 Ford V.8, registered 1946, 33hp Canadian 395 6-seater 4-door utility, grained timber body, alloy light metal chassis, removable rear seat, alloy tail-board, sliding glass windows, steering column gear change, very good condition; terms, exchange, list; open 9-7 weekdays—Barnard, Hampstead, Hampstead (Hampstead Tube). Hampstead 6041. (2013)

1948 (red) all-metal utility 50hp Ford V.8, fitted with 1 ton tray and 1 ton trailer, additional 22 gallon tank, accessory electric pump, roof rack, special fittings, used overland journey to India (described in story), January mileage 17,000, scrupulously maintained, completely checked Ford, Bombay, requires little attention mainly coachwork, capable any gullies, nowhere, numerous spares; seen Bucks; offers (4d postage)—Dr. De Fano, La Bastide, Villeneuve s/m. A.M. France. (1914)

Ford Utility Cars Wanted
F.M.R., 10 and 50hp utilities wanted from 1936 onwards. (1929)

GEORGE NEWMAN & Co., 369, Euston Rd., London, N.W.1. Euston 4466. (1929)

ROWLAND SMITH'S, the Ford utility buyers—Hampstead High St. (Hampstead Tube). Hampstead 6041. (1055)

FORD MISCELLANEOUS
GODFREY DAVIS, Ltd.,
Ford main dealers,
L. ALWAYS open.
A SELECTION from our stock. Write for full list.
GODFREY DAVIS, Ltd., Neasden Lane, N.W.10. Old. stone 6474. (1929)

TANKARD & SMITH, Ltd., offer the choice of many Ford and 10s from their vast stock of over 200 cars, all subject to three months' written guarantee—190, King's Rd. S.W.3, Tel. Flax 4601-3. (1978)

Ford Miscellaneous Cars Wanted
ROWLAND SMITH'S, the Ford buyers—Hampstead High St. (Hampstead Tube). Ham. 6041. (1055)

W. HAROLD PERRY, Ltd., main Ford dealers, Invicta Works, 279, Ballards Lane, North Finchley, N.12, Tel. Hillside 4444. (1929)

FORDS wanted—Smith's, 86, Chalk Farm Rd., N.W.1. Gul. 2767. (1929)

WANTED immediately, Ford 8 or 10, cash waiting—High St. Road, E.6, Grayswood 5535. (1965)

CASH immediately for good Ford—H. F. Edwards, 154, Gt. Titchfield St., W.1. Langham 0012. (1929)

WE wish to purchase small-mileage Ford cars and vans—Brook & Malleson, Ltd., Blackrock, Tel. 22522. (1929)

APPROACH us first before disposing of your Ford—Tancred & Smith, Ltd., 194-199, Kings Rd., S.W.5. Flaxman 4601-3. (1929)

LUTON MOTOR CO., Ltd., Ford main dealers, require used Ford 8 and 10hp cars and light vans, particularly low mileage and better kept specimens—Dunstable Rd., Luton, Beds. Luton 3715. (1042)

Ford Spares and Service
NORMAND, Ltd.,
The best service ensures a longer car life.
BRING your car to 405-9, King St., W.6. Riv. 5665. (10234)

H. H. PEACOCK, Ltd.
COMPREHENSIVE stock of spares for all Ford and Fordsons, Dagenham reconditioned engines, 8 10, and 50hp, always available from stock—219-221, Balham High Rd., S.W.17. Tel. Balham 219-4401. Also at—FOORD Rd., Folskington 51222. (10408)

FRANK G. GATES, Ltd., High Rd., Woodford Green, Tel. Wandsworth 2235. Main Ford dealers, sell spares and all services. (10095)

ALDARDS MOTORS, Ltd., 45-45, Acce Lane, London, S.W.2 (Brixton 6451), main Ford dealers, service and all spares. (10110)

Ford Spares and Service

ALLAN TAYLOR (MOTORS), Ltd.,
HIGH ST., Wandsworth, S.W.18
MAIN Ford dealers.
I MARK stocks of genuine Ford parts.
VANDYKE 4433 (5 lines). (10514)

FORD Ford madgards, running boards, 1935-46. Brooks, 5 and 6, Frederick Place, Brighton, Brighton 2147. (10583)

YOUR Ford car will be much improved in comfort and safety after fitting stabilizers to the front and rear springs, all models—Cranburn Garage, Ltd., Station Parade, Crikewood, N.W.2. Oldstone 0570. (10581)

Frazer Nash Cars Wanted
ROWLAND SMITH'S, the Frazer Nash buyers—Hampstead High St. (Hampstead Tube). Ham. 6041. (1055)

FRAZER NASH-B.M.W.
FRAZER NASH-B.M.W. type 326 4-door standard saloon, leather upholstery, price £200. (1670)

395 25, super sports 2-seater, black and silver, tuned engine, Marlet pistons and valves, special large sump, vertical Bosch magneto, Andre shock-absorbers, good tyres, excellent condition; terms, exchange—Moss and Smith, Welwyn. (1929)

225 25—Frazer Nash-B.M.W. (November 1937), 2-seater, 45 saloon, maroon, maroon leather, terms, exchange, list; open 9-7 weekdays and Saturdays—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. (2005)

Frazer Nash-B.M.W. Cars Wanted
ROWLAND SMITH'S, the Frazer Nash-B.M.W. buyers—Hampstead High St. (Hampstead Tube). Ham. 6041. (1055)

BARTLETT—Very interested buyers of Frazer Nash-B.M.W.—27a, Fernbridge Villas, W.11. Bayswater 0525. (1184)

HEALEY
BROOKLANDS for London and Home Counties.
DEMONSTRATION and early delivery latest models, Car Catalogue and details on request. (1929)

1950 Healey Silverstone sports 2-str. red, beige leather, speedometer reading 5,000 miles, terms, exchange, list; open 9-7 weekdays and Saturdays—Healey Sportable, drop head, 4-str. coupe, 1949 silver grey, trimmed blue and grey leather, fitted radio, sports condition throughout. (1929)

103
GUY SALMON AUTOMOBILES, Ltd., offer—
1949 Healey Duncan drop head four-seater coupe, genuine 13,000 miles, £1,595—Portsmouth Rd., Thames Ditton, Esherbury 5551-2-5. (1929)

CHIPPENDALE MOTORS, Ltd.—See our advertisement under Sports Cars. (1929)

1950 Healey Silverstone, 5,000 miles, perfect. £1,275—Anthony Crook, Caterham Hill, Surrey, Tel. 2252-2. (1929)

1950 Healey Silverstone original C. H. Masters' T.T. car, 6 events 3 firsts, two seconds, 10th T.T. space H.C. points, 6 spare tyres, many extras, genuine 119,000 miles only, £1,200, no oil, no tax. Masters, Hook 51. Evenings. (1914)

BARTLETT—Healey 4-seater or Silverstone models wanted—27a, Fernbridge Villas, W.11. Bayswater 0525. (1929)

HILLMAN 10
W. HAROLD PERRY, Ltd., Invicta Works, 279, Ballards Lane, North Finchley, N.12, Tel. Hillside 4444. (1929)

1948 Hillman Minx Mark II, 9,000 miles, colour black, leather and cloth upholstery, taxed for 6760. (1929)

W. HAROLD PERRY, Ltd., Invicta Works, 279, Ballards Lane, North Finchley, N.12, Tel. Hillside 4444. (1929)

CAR MART, Ltd.
1949 50 Hillman Minx Phase IV saloon, 7,000 miles, £975. (1929)

1949 Hillman Minx Phase III saloon, 8,000 miles; £925. (1929)

1948 50 Hillman Minx Phase II, drop head coupe, 14,000 miles, £795—Car Mart, Ltd., 150, Euston Rd., N.W.1. Euston 1212. (2151)

J. CORYTON, Ltd.
1946 Hillman Minx saloon, very clean, licensed, well maintained. (1929)

139-149, Fulham Road, S.W.3. Ken 1410. (1929)

BROWN'S for Hillmans
1942 Hillman 10hp saloon de luxe, excellent condition. £865—Brown's Garage, Longbridge (Essex) 4119 (Tube). (1929)

DICKS CAR SALES offer—
1947 Hillman Minx saloon, one owner, low mileage; £650. (1929)

DICKS CAR SALES, Ltd., 385-401, High Rd., Kilburn, Maids Vale 698-9. (1266)

H. A. SAUNDERS, Ltd., offer—
1949 Hillman Minx Phase III saloon, black with brown leather upholstery, 3,000 miles, £850. (1929)

1949 Hillman Minx Phase IV saloon, green with brown leather upholstery, 3,000 miles; £975. (1929)

H. A. SAUNDERS, Ltd., Austin House, High Rd., North Finchley, (100 yards north of Tally Ho Corner). Hillside 0221. (1476)

WARWICK WRIGHT, Ltd., offer—
1949 Hillman Minx, latest model saloon, black, brown leather, 6,000 miles; £975. (1929)

1949 Hillman Minx 10hp saloon, latest model, green, brown leather, 9,000 miles; £995. (1929)

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. (1301)

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

1939 14-litre Jaguar saloon, in extremely nice condition throughout. £520.—Birkett Motors, Ltd., 72-74, High St., South Woodford, E.13, Buckhurst 3766. (1712)

1948 Jaguar 1½-litre special equipment saloon, black brown leather, one owner, £690.—Beadmore Service, Ltd., 26, Queensway, Hyde Park, London, W.2. Baywater 0136-7-8. (1954)

1947-5 May, 1947, 2½-litre Jaguar, black, brown, 26,000 miles. Excellent condition, terms and exchanges.—G. S. Hall, 512 King St., W.6, Riverside 2891. (1684)

1946 Jaguar 2½-litre saloon, suede green, green leather, excellent condition throughout. £575.—Beadmore Service, Ltd., 26, Queensway, Hyde Park London W.2. Baywater 0136-7-8. (1853)

1945 Jaguar 2½-litre sports saloon, black with 26,000 miles. Excellent condition throughout, bargain, exchange or h.p. arranged if required.—John Jordan, 345, Beds. Tel. 74. (1795)

1945 (September) Jaguar 2½-litre drop head four-seater, coupe, black, brown interior, low mileage, a first-class example of a rare model, £1,525.—Phoenix Motor Co. (Surrey), Ltd., Phoenix House, High St., Sutton, Surrey, Vic. 1121. (2289)

1946 Jaguar 1½-litre saloon, suede green with green leather, heater, demister, twin fog lamps, etc., imbedded, privately owned, £550.—Griffiths, Evesham House, Farnham Rd., Cheltenham. (1561)

1939 S.S. Jaguar 3½-litre saloon, black, immaculate condition throughout, radio, 45,000 miles, recently a car which will meet any requirements for the discerning enthusiast. £525.—M.B. Motors, 336, New Cross Rd., London, S.E.4. Tel. 3579. (1923)

JAGUAR Cars Wanted
JAGUAR 3½-litre drop head coupe, 1939, immaculate black finish, grey leather interior, hood, steering, road springs, shock absorbers and tyres recently fitted 2 years wheels; this car has a terrific performance and a specimen car in every dealer's show-room, mileage 35,000, £650 or offers.—T. Elvins & Sons, Naden Rd., Hockley, Birmingham, 19. (1560)

JAGUAR Cars Wanted
HENLYS, Ltd.,
ENGLAND'S Largest Jaguar Distributors.
DEVONSHIRE House, Piccadilly, W.1. (Cravenor 2207)
DEVONSHIRE House, 385, Euston Rd., N.W.1. (Grove 4444)
GREAT WEST ROAD (Basing 3477). Official Jaguar Service Station.
CAMDEN TOWN SERVICE STATION (Gulliver 4141).
MANCHESTER.—1-5, Peter St. (Blackfriars 7453).
HENLYS, Ltd., England's Leading Motor Agents.
ROADS SMITH'S, the Jaguar buyers.—Hamstead High St. (Hamstead 6041).
COOMBS & SONS (GUILDFORD).
ROBERTLYN, good condition, post-war Jaguar cars; offers appreciated.—Bournemouth Rd., Guildford, Tel. 62907. (10245)
SADL & SLATER, Ltd., 44-46, Alderman Hill, N.15. (1926)
AIN dealers, urgently require Jaguar cars.—Tel. Palmer Green 1295-7175. (1936)
ASH immediately for good Jaguar.—H. F. Edwards, 28 Upper High St., Epsom 8400. (1867)
EDWARD WILLIAMS, A.C. (1860), require low-mileage, post-war Jaguar cars.
PACKARD BROS., 100, Chichester Rd., Brentford, Middlesex, Ealing 3400. (1523)
ACSON MOTOR CO., Ltd., for your Jaguar.—Tel. St. 6100, Seven Sisters Rd., Tottenham, W.15. (1926)
ASH buyers of low mileage 1½-litre Jaguars, desire no object.—Huttons, Lord St., Southampton, Tel. 2248. (1078)
BRITISH & COLONIAL MOTORS, Ltd., require used Jaguar cars.—Upper 84, Martin's Lane, W.C.2. Tel. 5568. (1779)
WANTED.—1947-49 Jaguar saloons, must be low mileage and perfect condition.—Allen, 9, Canby Court, Cheltenham. (1067)
LAKE-WALK, Jaguar cars urgently wanted for cash. All types of Jaguar.—26, Tulse Hill, W.15. (1021)
RUSSELL & YOUNG, Ltd., will purchase for cash all types of Jaguar.—45-69, St. John's Ave., E.2. Tulse Hill 644. (1021)
R. INWARDS, Ltd., main dealers for West Middlesex, are anxious to buy Jaguar cars.—High St., Rotherhithe 5075-4-5. (1024)
MODERN saloon or coupe, preferably from original owner, small mileage.—Wright, Aogier, 7, Lombard Rd., London, N.W.3. (1869)
ROBERTLYN, low mileage 1948-9 Jaguar 1½-litre saloon, Gibbons Sports Cars (Christchurch), Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. 1691. (1699)

Jaguar Spares and Service
HENLYS, Ltd.,
ENGLAND'S Largest Jaguar Service Station.
GREAT WEST ROAD, Brentford (Basing 3477).
SPARES and replacement engines for all models.
ND at Manchester, Cheekam Hill Rd. Denagates 6216-7. (1021)
QUICK completion of repairs. (1063)
SADL & SLATER, Ltd., 44-46, Alderman Hill, N.15. (1926)
Full stock of spares, Jaguar repairs and maintenance.—Service Station, Green Lane, N.13. Palena Green 1203-7175. (1021)
PEERLESS MOTORS, Ltd., main dealers for Buckinghamshire, Jaguar spares, replacement units and repair facilities.—Bath Rd., Gosses, Tel. 23394. (1030)

Jaguar Spares and Service
R. P. POWELL (MOTORS), Ltd., East London distributors for Jaguar cars, sales, service and spares.—321, Romford Rd., Forest Gate, E.7. Maryland 481-3. (1021)
WENTLEY COT MOTOR SERVICE STATION.—
Comprehensive range of all Jaguar spares in stock; specialized service and maintenance for Jaguar cars; workshop service, Jaguar Service Station, Forty Avenue, Wembley, Arnold 1154-5. (10719)

1950 (first reg.) Jeeps, all types, spares.—Davies & Groves, 1-5, Dorset Close, N.W.1. (10613)

JEPS.—Britain's leading Jeep specialists, all spares in stock; prompt dispatch; rebuilt Jeeps; detachable bodies; 24-hour service.
MOTORCRAFT GARAGES, Station Approach, Gunpowder Way, W. Chiswick 3013, 0621. (0641)

JEPS, right or l.h.d., range of bodywork private or commercial.—Wick Auto, 100% Jeep Firm, Hampton Wick, Kingston-on-Thames (4718). (10020)

HAVE you seen Metam's made-to-measure Jeep conversions? 6 months' guarantee, over 20 most optional commercial registrations.—100b, Belize Lane, N.W.5. (10534)

AUTOWORK (WINCHESTER), Ltd., the principal Jeep specialists, big selection of Jeeps, all grades, and special Jeep long chassis utilities; immediate delivery; prices from £200; trailers, spares and exchange units.—Tel. Winchester 4834-8406. (1579)

UNIVERSAL CAR DISTRIBUTORS (LONDON), Ltd., Jeep spare parts, home and export, all stock; exchange plan engine, gear box, water pump, etc.—honda, 351-353, High Rd., Chiswick, London, W.4. Chiswick 1919. (10035)

245 and red, hood and side screens, spare wheel, indicators, carefully used, excellent condition, genuine Jeep, 100% (Hampton) Tel. Ham 6041. (1064)

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Jaguar Spares and Service
COLLIVER-FISHER, Ltd., excel in supporting their Main Agency. Unsurpassed service. Spares and replacement units.
NORTHWOOD, Middx. Tel. 777 (4 lines). (10019)

CRONBY.—Godfrey's, Ltd., for full Jowett service and comprehensive range of spares.—226-234, London Rd., Croydon, Cro. 5641. (10648)

WYOR full Jowett service, comprehensive range of spares.—Moon's Motors, Ltd., Dorset House, Marylebone Rd., N.W.1. (Wellbeck 7865). (10459)

WICKSTON-ON-THAMES main agents for Jowett's K. Javelin and Bradford vans; spares and service.—G. W. Wilkin, Ltd., 1, Weston Park, and 84, Eden St., Kingston 5241-4. (10079)

V. MOTORS, Ltd., Park Rd., Teddington, Middlesex, Tel. Kingston 0710.—The Jowett specialists and main agents, over 20 years' Jowett experience, spares and service. (10759)

BROOKLANDS for LAGONDA
LAGONDA Distributors; demonstration, early delivery latest models; catalogue on request.
103, New Bond St., London, W.1. Mayfair 6351-4. (1122)

HAROLD RADFORD & Co., Ltd.
OFFICIALLY appointed Lagonda retailers.
SALES and service at Melton Court, South Kensington, London, S.W.7. Kensington 6642 (5 lines). (10264)

CLAND & TABOR, Ltd., offer:—
1938 V-12 Lagonda saloon in first-class condition, black with blue upholstery; £1,175.
A. FELT, Weymouth 481. (1761)

ACE SERVICE STATION (LONDON), Ltd., offer:—
1938 V-12 Lagonda, pillarless sports saloon, 36,000 miles, a really beautiful modern car, immaculate condition throughout; unobtainable bargain at £1,075.
NORTH Circular Rd., Stonebridge Park, N.W.10. El-car 5585 (5 lines). (1249)

1934 Lagonda 4½-litre 2-door sports saloon, black, green leather upholstery, very nice condition, £500.
HUNGERFORD MOTORS, Ltd., 201-3, Upper Richmond Rd., S.W.15. Putney 3882 and 3590. (1552)

DAVIES MOTORS, Ltd. (Managing Director, J. E. Davies, 20 years service manager to Lagonda, Ltd., offer 1937 Rapide, 1937 drop head coupe, etc.
1937 Lagonda, Ltd., Staines, Tel. 5457-8 or (private) 2773. Walton 1562. (10267)

1933 Lagonda 2-litre sports saloon, mechanically perfect, good tyres, brass painted, needs repair; £1,200.—100, Asbury Rd., Fockham, S.E.15. (1916)

ANTHONY CROOK.—Lagonda V.12 Le Mans 140mph 2-seater, registered 1942, £10 tax, perfect. £1,550.—Anthony Crook, Caterham Hill, Surrey. Tel. 2322-3. (1369)

245 eng.—Lagonda, 1934 model, 16/90 engine, 16/90 fourseam drop head coupe, black, fawn leather, good condition; terms, exchanges.—Howland Smith, be- (10216)

1935 Lagonda 4½-litre 4-door saloon, black, 41-litre, 1935, 16/90 engine, 16/90 fourseam drop head coupe, black, fawn leather, good condition; terms, exchanges.—Howland Smith, be- (10216)

1935 Lagonda 4½-litre 4-door saloon, black, 41-litre, 1935, 16/90 engine, 16/90 fourseam drop head coupe, black, fawn leather, good condition; terms, exchanges.—Howland Smith, be- (10216)

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USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

M.G. Cars Wanted

C THE CAR MART, Ltd. wish to purchase M.O. cars—
350, Euston Rd., N.W.1, Euston 1212. (1906)

R OWLAND SMITH'S, the M.G. buyers—Hamstead
High St. (Hamstead Tube). Ham. 6041. (1948)

S LOOMBS—Good clean M.O.s wanted, must be per-
fect condition—288, Neasden Lane, N.W.10. Old-
stone 2080. (1948)

POST-WAR M.O. required, cash payment—Morley, 54,
Streatham Hill, S.W.2. Tulse Hill 4444. (1945)

O SK & YOUNG, Ltd. will purchase for cash all
types of M.G.—45-69, Sternhold Ave., S.W.2. Tulse
Hill 4444. (1945)

1939 M.O. 1½-litre saloon, good condition essen-
tially—21, Sunair Drive, Liverpool, 15.
Chinwadd 5530. (1950)

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Chinwadd 5530. (1950)

1931 M.O. 1½-litre saloon, good condition essen-
tially—21, Sunair Drive, Liverpool, 15.
Chinwadd 5530. (1950)

1930 M.O. 1½-litre saloon, good condition essen-
tially—21, Sunair Drive, Liverpool, 15.
Chinwadd 5530. (1950)

1929 M.O. 1½-litre saloon, good condition essen-
tially—21, Sunair Drive, Liverpool, 15.
Chinwadd 5530. (1950)

1928 M.O. 1½-litre saloon, good condition essen-
tially—21, Sunair Drive, Liverpool, 15.
Chinwadd 5530. (1950)

1927 M.O. 1½-litre saloon, good condition essen-
tially—21, Sunair Drive, Liverpool, 15.
Chinwadd 5530. (1950)

1926 M.O. 1½-litre saloon, good condition essen-
tially—21, Sunair Drive, Liverpool, 15.
Chinwadd 5530. (1950)

1925 M.O. 1½-litre saloon, good condition essen-
tially—21, Sunair Drive, Liverpool, 15.
Chinwadd 5530. (1950)

1924 M.O. 1½-litre saloon, good condition essen-
tially—21, Sunair Drive, Liverpool, 15.
Chinwadd 5530. (1950)

1923 M.O. 1½-litre saloon, good condition essen-
tially—21, Sunair Drive, Liverpool, 15.
Chinwadd 5530. (1950)

1922 M.O. 1½-litre saloon, good condition essen-
tially—21, Sunair Drive, Liverpool, 15.
Chinwadd 5530. (1950)

1921 M.O. 1½-litre saloon, good condition essen-
tially—21, Sunair Drive, Liverpool, 15.
Chinwadd 5530. (1950)

1920 M.O. 1½-litre saloon, good condition essen-
tially—21, Sunair Drive, Liverpool, 15.
Chinwadd 5530. (1950)

1919 M.O. 1½-litre saloon, good condition essen-
tially—21, Sunair Drive, Liverpool, 15.
Chinwadd 5530. (1950)

1918 M.O. 1½-litre saloon, good condition essen-
tially—21, Sunair Drive, Liverpool, 15.
Chinwadd 5530. (1950)

1917 M.O. 1½-litre saloon, good condition essen-
tially—21, Sunair Drive, Liverpool, 15.
Chinwadd 5530. (1950)

1916 M.O. 1½-litre saloon, good condition essen-
tially—21, Sunair Drive, Liverpool, 15.
Chinwadd 5530. (1950)

1915 M.O. 1½-litre saloon, good condition essen-
tially—21, Sunair Drive, Liverpool, 15.
Chinwadd 5530. (1950)

1914 M.O. 1½-litre saloon, good condition essen-
tially—21, Sunair Drive, Liverpool, 15.
Chinwadd 5530. (1950)

1913 M.O. 1½-litre saloon, good condition essen-
tially—21, Sunair Drive, Liverpool, 15.
Chinwadd 5530. (1950)

1912 M.O. 1½-litre saloon, good condition essen-
tially—21, Sunair Drive, Liverpool, 15.
Chinwadd 5530. (1950)

1911 M.O. 1½-litre saloon, good condition essen-
tially—21, Sunair Drive, Liverpool, 15.
Chinwadd 5530. (1950)

1910 M.O. 1½-litre saloon, good condition essen-
tially—21, Sunair Drive, Liverpool, 15.
Chinwadd 5530. (1950)

1909 M.O. 1½-litre saloon, good condition essen-
tially—21, Sunair Drive, Liverpool, 15.
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1908 M.O. 1½-litre saloon, good condition essen-
tially—21, Sunair Drive, Liverpool, 15.
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1907 M.O. 1½-litre saloon, good condition essen-
tially—21, Sunair Drive, Liverpool, 15.
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1906 M.O. 1½-litre saloon, good condition essen-
tially—21, Sunair Drive, Liverpool, 15.
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1905 M.O. 1½-litre saloon, good condition essen-
tially—21, Sunair Drive, Liverpool, 15.
Chinwadd 5530. (1950)

1904 M.O. 1½-litre saloon, good condition essen-
tially—21, Sunair Drive, Liverpool, 15.
Chinwadd 5530. (1950)

MORRIS MINOR

H. A. SAUNDERS, Ltd., offer:
1949 Morris Minor tourer, grey with beige up-
holstery, 5,000 miles. £750. (1950)

H. A. SAUNDERS, Ltd., offer:
1949 Morris Minor, green, 7,000 miles. A. Brick
477-3. St. Park Lane, London, W.1. Grosvenor
3059. (1950)

PHILIP RICHARDS, Ltd., offer:
1949 Morris Minor, green, 7,000 miles. A. Brick
477-3. St. Park Lane, London, W.1. Grosvenor
3059. (1950)

WARWICK WRIGHT, Ltd., offer:
1949 Morris Minor 8hp tourer, black, beige leather,
5,000 miles. £750. (1950)

WARWICK WRIGHT, Ltd., offer:
1949 Morris Minor, green, 7,000 miles. A. Brick
477-3. St. Park Lane, London, W.1. Grosvenor
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3059. (1950)

MORRIS EIGHT

1947 Morris 8 2-door saloon de luxe, black, 16,000
miles only, immaculate condition. £255. 3
months guarantee. (1950)

**CARRIS MOTORS, Ltd., Levensham Bridge, S.E.13,
Lee Green 8265. (1948)**

1939 Morris 8 2-door saloon, black with brown
leather, exceptional condition, £350—21
& Triggs, Ltd., Enner 1234. (1953)

1938 Morris 8 de luxe saloon, completely over-
hauled, £325—Herbert & White, Church Rd.
Ashted Middlesex, Tel. 2602. (1971)

1948 Morris 8 4-door saloon, green, 14,000 miles,
showroom condition. £425—Wardman,
Kingswood, Surrey, Hogarth 216. (1915)

1500 Morris 8 4-door saloon, green—British & Colonial Motors, Ltd.,
Upper St. Martin's Lane, W.C.2. Tem. 3588. (1749)

1940 Morris 8 4-door saloon, green, 14,000 miles,
showroom condition throughout, any trial. £350—
Wardman Court Motors, High Rd., Wembley.
5221-2. (1948)

1939 (September) Morris 8 2-door de luxe saloon,
black brown leather, 3701 Van. 2. (1950)

£255—1937 Morris 8hp saloon, a clean little car,
£255—original black and green coachwork, leather
upholstery, best and tidy, very economical engine, special
opportunity at the price. (1950)

**VANDER MOTORS, Lake St., Leighton Buzzard, Beds.
C. Tel. 2041 (5 lines). Nearly 400 cars ready for in-
spection and immediate purchase. Write for post-free
catalogue. Hire purchase. Free delivery. (1950)**

1938 Morris 8 saloon, black with red leather,
£225—Tarkand & Smith, Ltd., 77, Fencham Rd.,
S.E.1. Rodney 551. (1950)

**BRUTONS, Ltd., offer 1939 Morris 8 saloon, 2-door,
black, 16,000 miles, reconditioned, 200 guaranteed
miles, carburettor, horn, £375—13-14, Oxtan Wells, Empress
C.A.W. Works, Western 1242. (1950)**

1937 Morris 8hp saloon, new engine, tyres, 16,000
miles, very clean, also immaculate. £295—
Vander Motors, Lake St., Leighton Buzzard, Beds.
117, Clarence Rd., London, E.1. (1950)

**WALKER & SCOTT, Ltd., 1947 Morris 8 sun saloon,
black, brown leather, 16,000 miles, 1947
owner. £545—39, College Crescent, Hampstead, N.W.3.
Tel. 4044. (1950)**

1937 Morris 8 4-seater 2-door tourer, green and
black, 16,000 miles, superb mechanical condition
throughout, very good tyres, 200 guaranteed
miles, also new all good tyres. £195—
D. J. Knight 3510. (1950)

**DOUGLAS CAR & MOTOR, Great Cambridge Rd., Enfield,
D. Tel. Enfield 3510. (1950)**

1938 Morris 8 2-door saloon de luxe, replacement
engine, 16,000 miles, whole car in imma-
culate condition. £325—Cole's Garage, Worples Rd.,
Wimborne, Dorset. S.W.19. Tel. Wimborne 5612. (1950)

**TARKAND & SMITH, Ltd., offer 1947 Morris 8 2-door
sun saloon, black with brown leather, 16,000
miles, in magnificent condition throughout. £575; three
months' written guarantee, also 200 guaranteed
miles, all at makes—190, Kings Rd., S.W.3. Tel. Fax-
man 4801-5. (1950)**

Morris Eight Cars Wanted
MORRIS 8 wanted, good mechanical condition;
quote price—Box 3338. (1950)

1947 Morris 8 2-door saloon, 16,000 miles, 1947
owner. £545—39, College Crescent, Hampstead, N.W.3.
Tel. 4044. (1950)

1937 Morris 8 4-seater 2-door tourer, green and
black, 16,000 miles, superb mechanical condition
throughout, very good tyres, 200 guaranteed
miles, also new all good tyres. £195—
D. J. Knight 3510. (1950)

**DOUGLAS CAR & MOTOR, Great Cambridge Rd., Enfield,
D. Tel. Enfield 3510. (1950)**

1938 Morris 8 2-door saloon de luxe, replacement
engine, 16,000 miles, whole car in imma-
culate condition. £325—Cole's Garage, Worples Rd.,
Wimborne, Dorset. S.W.19. Tel. Wimborne 5612. (1950)

**TARKAND & SMITH, Ltd., offer 1947 Morris 8 2-door
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miles, in magnificent condition throughout. £575; three
months' written guarantee, also 200 guaranteed
miles, all at makes—190, Kings Rd., S.W.3. Tel. Fax-
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MORRIS 8 wanted, good mechanical condition;
quote price—Box 3338. (1950)

1947 Morris 8 2-door saloon, 16,000 miles, 1947
owner. £545—39, College Crescent, Hampstead, N.W.3.
Tel. 4044. (1950)

1937 Morris 8 4-seater 2-door tourer, green and
black, 16,000 miles, superb mechanical condition
throughout, very good tyres, 200 guaranteed
miles, also new all good tyres. £195—
D. J. Knight 3510. (1950)

**DOUGLAS CAR & MOTOR, Great Cambridge Rd., Enfield,
D. Tel. Enfield 3510. (1950)**

1938 Morris 8 2-door saloon de luxe, replacement
engine, 16,000 miles, whole car in imma-
culate condition. £325—Cole's Garage, Worples Rd.,
Wimborne, Dorset. S.W.19. Tel. Wimborne 5612. (1950)

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man 4801-5. (1950)**

M

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

C
M

CAR MART, Ltd.

1938-39 Rolls-Royce 7-seater, sedan de ville by H. J. Mulliner, 19,000 miles; £2,250.
Rolls-Royce semi-luxor coupe sports saloon by Mulliner & Mulliner, 6 months guarantee. £2,050.

1938 Rolls-Royce 7-seater limousine by Thrupp & Mulliner, 2,000 miles; £2,500.
CAR MART, Ltd., 360, Southold Rd., N.W.1. Euston 1212.

ROLLS-ROYCE MOTORS, Ltd., offer the following:—

1936 (Nov.) 50hp 2-door sports saloon.

1935 (Oct.) 25hp Arnold sports saloon.

1935 25hp Barker fixed head four-seater coupe.

1935 25hp Gurney Nutting fixed head four-seater coupe.

1934 25hp T. and M. owner driven sedan.

1933 (Oct.) 25hp T. and M. enclosed limousine.

1933 25hp Prestone & Webb fixed head four-seater coupe.

1933 40-50hp Park Ward sports saloon.

1933 20hp Park Ward 4-light saloon.

1927

WE are anxious to purchase 20hp and 25hp Rolls-Royce and 30-110hp Bentley with all types of coachwork. MASCOT MOTORS, Ltd., 257, Kensal Rd., Ladbroke Grove, W.10.

CE SERVICE STATION (London), Ltd., offer:

1933-J Rolls-Royce 25hp 7-seater limousine, complete overhauled by makers at a cost of £955, receipt available, sacrifice at £1,015.
NORTH COUNTRY, 40, Southold Park, N.W.10. N. Reg. 5555 15 June.

THE SCULPTOR, 10, Grosvenor Street, Limited, offers for the following Rolls-Royce vehicles:—

1936 Rolls Phantom II limousine.

1936 40-50hp Phantom II coupe, chauffeur driven and in immaculate condition.

1935 Ward, 2-door limousine, 7 seats, colour black, chauffeur driven and in immaculate condition.

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J
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JACK BARCLAY, Ltd.

LARGEST Official Retailers of Rolls-Royce and Bentley, stock list of used models on request to: JACK BARCLAY, Ltd., 10, Grosvenor St., London, W.1. Tel. Mayfair 7434.

1938 Rolls-Royce 25-50, first registered 15.9.56, with 7-passenger limousine body by Arthur Mulliner, Ltd., guaranteed mileage 47,000, privately owned and serviced by Rolls-Royce, Ltd.

ARTHUR MULLINER, Ltd., Bridge St., Northampton, Tel. 907.

1938 (July) 50hp Rolls-Royce sports 4-door with luggage boot by Barker, sunhine roof, taxed, maintained by Rolls, 51,000 miles since new, one owner, in excellent condition; £2,500—Tel. Regate 5061.

1938 20-25 Rolls-Royce 6-window saloon with boot, in beautiful condition, blue exterior, interior recently reupholstered in grey, 2995—E. D. Abbott, Ltd., Farnham, Surrey, Tel. Farnham 6282.

1938 20-25 Rolls-Royce 20-25 saloon with division, lane forward occasional seats, one owner, 50,000 miles only, silver-plated fittings throughout—F. E. L. Ltd., 111-115, Addiscombe Rd., Croydon, Addiscombe 1951.

H. COOPER & Co. (Coachbuilders) Ltd., 54, St. James's St., S.W.1, offer advice on the purchase of new and second-hand cars, and will be pleased to show customers round their factory at Western Avenue, Acton W.3. Official Rolls-Royce and Bentley retailers.

1938 Rolls-Royce 25-50 H. J. Mulliner full rapid edge saloon, complete overhaul, superb snowmobile condition; also 1937 Rolls-Royce 25-50 owner-driven, superb condition car, exchangeable terms—Swanmore Garage, 1176, Christchurch Rd., Boscombe, Tel. Southampton 102.

1938 25hp Rolls-Royce black owner driver touring saloon for sale, beautiful 1950 lines, first-class condition, 1951, 20,000 miles, 6 wheels, absolutely silent, oil consumption 1.80mpg, 6 hubcaps, new tyres, sunhine roof, swept tail with luggage boot, spotlight, wind and trumpet horns, all accessories, privately owned; £1,000, photo—Box 5259.

A & S (Limousine Specialists) display exceptional selection Rolls-Royce modern Limousines.

LIMOUSINES 25hp 1952, partition, 7-seater, leather, black (1936 condition) £670.

LIMOUSINES 1951 25hp Barker, partitioned, widest occasional, black, exceptional throughout. £825.

LIMOUSINES 1935 25hp Windsor, partition, widest occasional, black, immaculate. £1295.

LIMOUSINES 1936 50hp Windsor, partition, widest occasional, black, exceptional.

LIMOUSINES 1937 50hp Barker, swept tail, widest occasional, partition, black, exceptional.

1938 50hp Windsor 50hp Limousine, swept tail, widest occasional, partition, black, beautiful car.

1939 50hp Thrupp Limousine, partition, widest occasional, black, genuine 15,000, immaculate. (See advertisement for details).

A LIFE & SAINTEURS always purchase Rolls-Royce (100 selected Limousines displayed). Providence Court, Grosvenor Square, Mayfair—2941.

Rolls-Royce Cars Wanted

C

THE CAR MART, Ltd., wish to purchase Rolls-Royce and Bentley cars, S.W.1. Euston 1212.

J. MARSHALL

WANTED, Rolls-Royce 20/22 and 20/25, all types of coachwork any condition.

1938 25hp 2-door sports saloon by Mulliner & Mulliner, 6 months guarantee. £2,050.

1938 Rolls-Royce 25-50, first registered 15.9.56, with 7-passenger limousine body by Arthur Mulliner, Ltd., guaranteed mileage 47,000, privately owned and serviced by Rolls-Royce, Ltd.

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Rolls-Royce Spares and Service
CHARLES POLLEY, Ltd.—Officially appointed retailers and repairers.
SHOWROOMS: 14, Berkeley St. W.1. May 6266.

SPARE PARTS

SERVICE: 12 Wellesley Ave. W.6. Riv 1415

MARCHIONTI MOTORS, specialists for Rolls-Royce and Bentley—Works Director, Wilkes Wilkinson 12-13, Merchants Row, Euston 11, Tel. 56028

CENTRAL GARAGE, Croydon, specialists in servicing complete overhauls, mechanical or coachwork for all Rolls-Royce and Bentley models—Central Garage Tel. Croydon 1177

H. & P. FOX & Co. Ltd., officially appointed retailers and repairers, 5-5, Burlington Gardens, London W.1. Tel. Regent 708

Rolls-Royce & Bentley, Ltd., 212 New Kings Rd., Putnam, London, S.W.6. Tel. Remond 5666

A. L. scores for 20 and 25hp Phantom I and II, guaranteed for 12 months, for the above models, full repair service at reasonable prices—Crystal Palace S.E.19, Tel. 3562.

ROVER 10

CAR MART, Ltd.

1947 10 saloon, heater, 15,000 miles; £995

1947 Car Mart, Ltd., 150, Park Lane, W.1. Euston 1212

1939 10, dove grey; £450; one owner—P. J. P. & Co., 40, Longwood Lane, Epsom, Surrey, Tel. Epsom 239

1938 10, 40 hp saloon, black and grey, taxed, 4,500, 20,000 miles, 1939, 10, 40 hp saloon, black and grey, taxed, 4,500, 20,000 miles, 1939, 10, 40 hp saloon, black and grey, taxed, 4,500, 20,000 miles, 1939, 10, 40 hp saloon, black and grey, taxed, 4,500, 20,000 miles, 1939, 10, 40 hp saloon, black and grey, taxed, 4,500, 20,000 miles,

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

ROVER 16

1946 (Dec.) Rover 16 saloon, black, brown leather, radio, unsmoked, etc.—Tickford, Ldg. & Upholsterers, 10, Upper St. Martin's Lane, W.C.2. Temple Bar 3535. (1947)
 1947 COVER 16 for car, excellent condition, valued at £14 well-known authority can be seen; best offer secured.—Brammer, 25, Dennis Rd., Gravesend, Tel. 5396. (1948)
 WALTER SCOTT, Ltd.—1936 Rover 16 saloon, black, excellent condition, one owner, £445.—39, College Crescent, Hampstead, N.W.3 (Swiss Cottage Tube), Pri. 5014. (1949)

1938 Rover 16 saloon, in exceptionally good condition, mechanically and in appearance, maintained by engineering firm for director's personal use, £450.—Tel. Renown 4484 in office hours or Vialant 0259 week-end. (1949)

ROVER 20

1925—Rover special speed 20 sports saloon, knock-off wheels, new tyres, exceptional specimen. (1949)
 WADCOL MOTORS, 150, West End Lane, N.W.6. Hampstead 1177. (1949)

ROVER 60 & 75

CAR MART, Ltd.,
 1949 Rover 75 saloon, 8,000 miles, £1,595.—Car Mart, Ltd., 320, Euston Rd., N.W.1. (1949)
 TOM GARNER, Ltd., offer.— (1949)

1950 Rover 75 P4 saloon, black with green leather, 1950, 10-12, Peter St., Manchester, 2. Blackfriars 2955-6. (1949)
 PHILIP RICKARDS, Ltd., offer.— (1949)

1948 Rover 75, black maroon, 9,000 miles, H.M.V. Grosvenor 4772-3, Brick St., Park Lane, London, W.1. (1949)
 WARWICK WRIGHT, Ltd., offer.— (1949)

1949 Rover 75 sports saloon, green, green leather, radio and heater, 8,000 miles, £1,625. (1949)
 WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 529. (1949)

MANN LEONTO & Co., Ltd., offer.— (1949)
 1948 Rover model 60 saloon, green, with green leather upholstery, mileage 8,000, immaculate condition throughout, offered at private sale.—Berkeley, St. London, W.1. Regent 2073. (1949)

1949 Rover 75 6 light saloon, black with maroon leather, chauffeur seats, highly recommended, £1,555. (1949)
 ROBBINS, 90-96, Upper Richmond Rd., East Putney, R.S.W.15. Tel. 4561. (1949)

8000 miles—1948 Rover 60 saloon.—British & Colonial Motor Cars, Ltd., Upper St. Martin's Lane, W.C.2. Temp. 5596. (1949)

1949 (Jan.) Rover 75 sports saloon, black, 11,000 miles, £1,575. Wards of Putney, 72, Hill, S.W.15. Vandyke 1535. (1949)

6300 miles—1950 Rover P4 75 model saloon.—Ernest Sutton, Cleve Hill 95 (Cheltenham). (Trade enquiries only, please.) (1949)

1948 (July) Rover 60 saloon, black, grey leather, radio, 11,000 miles.—Tickford, Ldg. & Upholsterers, 10, Upper St. Martin's Lane, W.C.2. Temple Bar 3535. (1949)

GORDON CARS (LONDON), Ltd.—1948 Rover 75 saloon, black green leather, nominal mileage.—Gordon House, 373, Euston Rd., N.W.1. Euston 6102. (1949)

9760 miles.—1948 (Nov.) Rover 75 sports saloon, black, H.M.V. radio.—Ernest Sutton, Cleve Hill 95 (Cheltenham). (Trade enquiries only, please.) (1949)

1948 Rover 75 saloon, moderate mileage, radio, heater, Trico screen washer, spot lamp, in immaculate condition, £1,350.—Tel. Camberley 2000. Herman Solomon, 20, Upper St. Martin's Lane, W.C.2. Temp. 5596. (1949)

CAMDEN MOTORS.—Rover 75 saloon de luxe, 1946, maroon, maroon leather, an outstanding example of this highly sought-after model offered at private sale, nominal mileage, heater, etc., £1,545. (1949)

CAMDEN MOTORS.—Rover 75 saloon de luxe, 1946, similar model to above but with green leather upholstery, somewhat later registration, built-in H.M.V. Radiomobile, whole car in beautiful condition, £1,365. (1949)

CAMDEN MOTORS.—Rover 75 sportsman's 4-light saloon, 1948, immaculately maintained, original Avon tyres, very small mileage, radio and heater, £1,495. (1949)

CAMDEN MOTORS.—Rover 75 saloon de luxe, 1949, black with green upholstery, literally in spotless condition, having been protected by tailor-made loose covers right from new, whole condition leaves nothing to be desired, heater, etc., £1,495. (1949)

CAMDEN MOTORS, Rover Specialists, Lake St., Leigh-on-Sea, Essex, S.11, 15 line, largest stock of fully guaranteed used Rovers in the country, two other 75s and over 50 other Rovers, all showrooms ready, immediate purchase, see selection in our other advert under "Rover Specialists", write for post-free catalogue; any and complete details, purchase facilities, part-exchanges, free delivery anywhere in the United Kingdom; purchasers' fees refunded from any part of the country; showrooms open from 9 a.m. to 6 p.m., Mondays to Saturdays. (1949)

FOR sale, 1948 Rover sportsman's coupe, sliding roof, leather upholstery, R.M.V. written, 12,000 miles, stored Hunsbaw, Leicester, £1,450.—British Waite (Leicester), Ltd., Saffron Lane, Leicester. 9650 (1949)

NAYLOR & ROOPE, Ltd.—1948 Rover 60 saloon, black, green leather, 19,000 miles, superb condition throughout, excellent value, £1,245; 3 months' guarantee, choice of 250 quality car consumables with this 100 miles; terms available.—25, East Hill, S.W.16, Batt. 5972. Open 9-6 each week-day including Sundays. (1949)

LAND ROVER

1950 Land Rover for sale, 6,000 miles only, owner driver, excellent condition, £515.—Grove Service Station, Hincley Rd., Nuneaton. Nuneaton 2407. (1949)

1949 Land Rover, 19,000 miles, exceptionally good condition, £595.—R. S. Mead (Sales), Ltd., 44, Queen St., Maidenhead, Berks. Tel. Maidenhead 2642. (1949)

LAND ROVER, 1950, specially lengthened chassis, L. easy ride, 4-seater extra, privately used, £10 tax, small mileage, £600.—N. St. Paul, Salisbury, Wilt. (1949)

ROVER MISCELLANEOUS

HENLYS, Ltd.,
 ENGLAND'S Largest Rover Distributors.
 SELECTION of all models at attractive prices. (1949)

DEVONSHIRE House, Piccadilly, W.1. (Grosvenor 2297)
 HENLYS House, 385, Euston Rd., N.W.1. (Euston 4441)
 DEPTS at— (1949)

MANCHESTER (Blackfriars 7943).
 BRISTOL (Bristol 21256).
 BOURNEMOUTH (Bournemouth 6314).
 NORTHAMPTON (Northampton 907). (1949)

CAMBERLEY (Camberley 77).
 STREATHAM (Streatham 7751).
 COUNSELOW (Hounslow 5454).
 FINCHLEY (Finchley 6081). (1949)

GREAT WEST RD. (Balling 3477).
 CAMDEN TOWN SERVICE STATION (Guliver 4141).
 HENLYS, Ltd., England's Leading Motor Agents. (1949)

DICKS CAR SALES offer—
 1938 Rover 16 saloon, fitted radio, discs, etc., £475. (1949)
 1938 Rover 16 saloon, highly tuned, carefully used, £450. (1949)

1936 Rover 14 streamlining sports saloon, recent overhaul, £445.—Belov, 485-491, High Rd., Kilburn, Middlesex 6985-9. (1949)

BEARTS, of Kingston, Rover specialists, sales, spares, repairs.—102, London Rd., Kingston. Kingston 3548
 POWELL, MOTORCARS, Ltd., for Rover Cars.—R. East London main agency, 321, Romford Rd., Forest Gate E7. Maryand 4818-9. (1949)

13500 authenticated miles, 1947 (Nov.) Rover 75 saloon, immaculate.—Lionel H. Burch, 13-14, Brooks Mews, W.1. Mayfair 4435. (1949)

CAMDEN MOTORS.—Rover 75 saloon, 1950, 4-door de-luxe model with sunroof and leather upholstery, good condition, especially mechanically, £1,525. (1949)

CAMDEN MOTORS.—Rover 75 saloon de luxe, 1946, a car which is in more demand than any other of the Rover range, outstanding appearance, similar to post-war cars, excellent Rover performance, £685. (1949)

CAMDEN MOTORS.—Rover 10hp saloon de luxe, 1946, scale registration model, in very beautiful condition, late property of local dental surgeon, carefully driven and maintained, £595. (1949)

CAMDEN MOTORS.—Rover 12hp sportsman's special with attractive finish, external rear boot, modern instruments, outstanding condition throughout, attractive Rover steel finish with blue leather, nudge but responsive engine, a genuine car in every sense, £695. (1949)

CAMDEN MOTORS.—Rover 12hp sports saloon, 1939, late type model similar to 1947, up-to-date engine, new Avon tyres fitted November, 1950, outstanding and other extras, £635. (1949)

CAMDEN MOTORS.—Rover 12hp saloon de luxe, 1938 model, registered May, 1939, one owner to 1949, one other since, condition entirely original except for bore and internal work, 42,000 miles, strongly recommended, £525. (1949)

CAMDEN MOTORS.—Rover 12hp saloon, 1947 (July), with leather upholstery, with blue leather, scrupulously maintained and only driven by one Rover-conscious owner, servicing carried out regularly by county district garage and dealer available, first drove October, a real specimen for its mileage car, £1,055. (1949)

CAMDEN MOTORS.—Rover 12hp sports saloon, 1936, one of the few 4-light models with rear boot of that vintage, clean maroon finish, leather to match, fine run-in, excellent opportunity at £295. (1949)

CAMDEN MOTORS.—Rover 14hp saloon de luxe, 1939, a well cared for car which has been in the hands of two owners only since new, original finish, fitted disc, Avon coll. etc., £250. (1949)

CAMDEN MOTORS.—Rover 16hp saloon de luxe, 1938, in thoroughly sound condition, new tyres fitted a few weeks ago, outstanding opportunity at £545. (1949)

CAMDEN MOTORS.—Rover 16hp sports saloon, 1939, late type model, very clean appearance, attractive, under Rover 75 classification, £630. (1949)

CAMDEN MOTORS.—Rover 75: see our separate advert under Rover 75.
 CAMDEN MOTORS.—Rover 20hp saloon, 1939-9, an attractive car in outstanding condition, very last model, speed on lower than new Rover models, genuine value at £325. (1949)

CAMDEN MOTORS, Rover Specialists, Lake St., Leigh-on-Sea, Essex, S.11, 15 line, largest stock of fully guaranteed Rovers in the country at prices from £25 to latest type model at £1,745. Write for post-free catalogue. Easy and confidential purchase facilities, part-exchanges, free delivery anywhere in the United Kingdom. Purchasers' fees refunded from any part of the country. Showrooms open 9 a.m. to 6 p.m., Mondays to Saturdays. (1949)

Rover Cars Wanted

THE CAR MART, Ltd., wish to purchase Rover cars—150 Park Lane, W.1. Grosvenor 5434. (1949)

HENLYS, Ltd.,
 ENGLAND'S Largest Rover Distributors.
 DEVONSHIRE House, Piccadilly, W.1. (Grosvenor 2297)
 HENLYS House, 385, Euston Rd., N.W.1. (Euston 4441)
 GREAT WEST RD. (Balling 3477). (1949)

CAMDEN TOWN SERVICE STATION (Guliver 4141).
 HENLYS, Ltd., England's leading Motor Agents (1949)

Rover Cars Wanted

R. ROWLAND SMITH, the Rover buyers.—Hampstead, High St. (Hampstead 6041) and Rand 6041.
 COOMBS & SONS (GUILDFORD), 1775. (1949)

CURRENTLY wanted, good condition, pre-war and post-war Rover cars, in good appreciation.—Portsmouth 1230, Tel. 6297.
 12 or 14 saloon, 1936-8, in good condition: private buyer, cash waiting.—Box 6296. (1949)

1936 ROYAL WILLIAMS & CO. (1949), LTD., require low-mileage, post-war Rover cars.
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USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

1950 SINGER 1500 cc. blue, H.M.V. radio, immaculate, dealer, tailored covers, nominal mileage. Immediate written guarantee. £1,050. S. Morris & Co., 20-31, Southgate Rd., W. 3. Tel. 241. (1950)

Singer Cars Wanted

ROWLAND SMITH'S, the Singer buyers—Hampstead High St. (Hampstead Tube). Ham. 6041. (1936)

SM 1500 in outstanding condition, and also Roadster required privately—Write Angier, 24, Lyndhurst Rd., London, N.W. 3. (1939)

SINGER 9hp Le Mans 2-seater about 1355 condition immaculate, cash payment—Write Williams, 804, Keyes House, Dolphin Square, C.W.I. (1936)

RAYMOND WAY, the hire-purchase specialists, are still buying Singers and have unlimited cash available—Canterbury Rd. Kilburn, N.W.6. Maide Vale 6044 (10 lines). (1937)

Singer Spares and Service

THE North's premier singer spares stockists—Coulthurst & Grimshaw, Ltd., Blackburn, Lancs. Tel. 48170. (1932)

AT AUTOMOBILES are specialists in Singer service. A. prebush—Automotors, Lower Barrow, Ferry Rd., Barrow S.W.13. Riverside 6496. (1934)

C LONDON CARS (LONDON) Ltd., the London Singer Distributors for spares, repairs and service—30, St. Alban's Lane, Golden Square, N.W.1. Speedwell 4701-2. (1935)

SINGER spares, repairs and service—121, St. James's Place, London, W.1. (1936)

S models, please quote chassis No. Singer Distributors for Somerset and G. O. Allen of Bristol, Berkeley Square, Bristol, 9. Tel. 251. (1939)

SPORTS CARS

BLAKES, THE Northern Sport and RACING Car Specialists. Buy and sell racing and sports cars of all types. Specialists in vintage Bentley; write for lists and quotations. J. Blake & Co., Ltd., Bold St., Liverpool. (1939)

110 Royal 6022. "Orams: Automobile, Liverpool. (1930)

B & O. MOTORS offer:—

£245—Singer 9 Le Mans 2-seater, cream, immaculate.

£195—Woolley Hornet 12hp Daytona sports 4-seater.

£190—Hillman 10hp Astra Minx open sports 4-seater.

£160—Les Francis 1½-litre Hyper sports 4-seater.

£150—Woolley Hornet 12hp Daytona sports 4-seater.

£145—Austin 750cc genuine speed 2-seater, new hood.

£145—Singer 9 Le Mans open 4-seater, red.

£145—Alvis 12.50 beetle-back 2-seater, red.

£68—Austin 750cc sports 2-seater, new hood.

TERMS, exchanges, insurances—B. & O. Motors, 24, Mary Street, Arlington Rd., Camden Town, N.W.1. Gulliver 3576. (1939)

CHARACTER CARS offer:—

A SELECTION of vintage and sports cars, 2- and 4-seaters, in far above average condition. Please telephone for details of current stock including:—

ALVIS 1928 14.75hp, beetle back, 2-3-seater, in excellent body condition and now undergoing mechanical check, good tyres.

BENTLEY 1938 4½-litre Gurney Nutting f.v. coupe, reupholstered, reengineered, a very fine line.

BUGATTI Type 57 saloon, ex Kenneth Beal, registered November 1935; this beautiful car was the subject of an article in "Buziatrics" when a road speed of 99 m.p.h. was described, maintained by Lenon Burton 1947, new tyres, taxed.

ROLLS-ROYCE Twenty Windover owner-driver saloon, 4-seater, 1927/1928, works maintained throughout and their written record available with instruction manual, taxed, a beautiful and families specimen.

PARTICULARS of vintage and sports cars for disposal with photographs and price received will be gratefully received and acted on immediately.

CHARACTER CARS, 124-126, Haydon Rd., Wimblesdon, S.W.19. Tel. 7677-40. 10 minutes South Wimblesdon Underground. Buses pass our door. Open on week-days 9 until 7. (1949)

RICHARDS & BROWN offer:—

FRANZ NASH 1926 rebuilt 1947 at cost of £300. £175; many other cars in stock; hire purchase and exchange—2, Ringers Rd., Bromley, Kent. Tel. Ravenshoe 7462. (1935)

ROWLAND SMITH'S for Sports Cars.

425 cns.—Riley Sport, 1936, 1½-litre super-sports 2-seater, gunmetal, leather upholstery, Scintilla Vertex, tonneau cover, very good condition; terms, exchanges—Rowland Smith, below.

395 cns.—Austin Martin, July 1938, 15.99hp, sport, wheels, leather upholstery, drop head, large instruments; terms, exchanges—Rowland Smith, below.

395 cns.—Ford V8, 1936, 12.50hp, 1½-litre Type 25, super-sports 2-seater, black and silver, tuned engine, Martini patens and valves, special rear pump, vertical Bosch magneto, Andre shock-absorbers, good tyres, excellent condition; terms, exchanges—Rowland Smith, below.

195 cns.—M.G. Magnette, August, 1935, 12hp N type 2-seater, Cambridge blue, blue leather, terms, exchanges—Rowland Smith, below.

R. BARTLEY offers: Alfa-Romeo 2.1 supercharged J. coupe, £175; Delahaye sports saloon, £1,150; Frazer Nash-B.V. 327 and 327.50 week-days and Saturdays.

395 cns.—Healey 1930 Silverstone, £975; Healey 1947 standard tourer, £975; Lancia 1939 drop head coupe, £250; Buick 1936, £250; Talbot 1150hp team car, £495; M.O. 1946/47, 6,000 miles, £1,950; and many others—27a, Pembroke Village, W.1. Daywater 9223. (1934)

SPORTS CARS

SIMMONS OF CROYDON (Croydon 1537).

OFFER the following guaranteed cars from their stable.

ASTON MARTIN International modified to Le Mans standards, completely rebuilt as new, guaranteed, £575.

ASTON MARTIN International's completely overhauled and reconditioned, guaranteed, choice of two.

INFINITI 1.7, Works car, 1100hp, 4½-litre 4-seater.

Etc. Geo. Field and R. M. Bounfield, full weather equipment, raised cowls fold flat, stub exhausts and hosts of extras, 100 miles only since returned from laydown.

BENTLEY 4½-litre 2-seater, 40-gal. sabb tank, new coachwork, 3 box, reconditioned, reupholstered throughout, new carpets, new mohair hood, new tonneau.

NEW Dunlop, battery and reconditioned throughout, mechanically this 4½ cannot be faulted and it is 100% in every possible way, guaranteed, £425.

TACONDA (1935) 4½-litre Rapide, 4-seater sports 100hp, completely overhauled, reconditioned, guaranteed, £490.

LAGONDA 3-litre, 4-seater tourer, in absolutely original and perfect unit condition, without a mark or blemish, complete with many extras and original weather equipment as new, this must be one of the finest 3-litres in the country, £1,100.

LAGONDA 2½-litre, rebuilt 1942, completed 1,500 miles, £100 tax, in 100% condition throughout, with new tyres, battery and extra, £210.

LAGONDA 2½-litre, 4-seater, 1936, 100hp, guaranteed, £325.

WE are always interested in purchasing Aston, Mercedes, Lancia, Isotta, Hispano, Rolls and Warrington, etc., for cash.

IT is possible all correspondence is dealt with by return of post and our representative will undertake to inspect any car in Gt. Britain by appointment.

SIMMONS OF CROYDON.

101A, Tamworth Rd., West Croydon.

CROYDON 1537.

RAYMOND WAY, the hire purchase specialists: (1233)

RAYMOND WAY, of Kilburn.

100 sports cars of all types under £400.

CARS and motor cycles wanted in part exchange.

RAYMOND WAY, Canterbury Rd., Kilburn, N.W.6. (150yds Kilburn Park Station, Bakerloo Line). Maide Vale 6042 (10 lines). (1936)

GATEHOUSE have on view in their showrooms the new Daimler sports 2-seater; inspection invited—Croydon Motors, Ltd., Highgate Village, London, N.6. Mou. 4444. (1931)

SPEEDSTERS, Ltd.—Alfa-Romeo 1.750cc supercharged Zagato 2-seater, £250 overhaul, appearance of new, 4 unused tyres, new battery, new hood, new side curtains, new tonneau, new chrome, reconditioned red.

SPEEDSTERS, Ltd.—4½-litre tax free chassis 100 m.p.h. chassis open 4-seater, rebuilt July 1949, from bare chassis upwards, overhaul cost nearly £1,000, most of new mechanicals and electricals.

SPEEDSTERS, Ltd.—Others at "Old Strides," Cross on Lane, Staines, or Redhill, Surrey. (1918)

ALTON GARAGE, The Alvis People, offer special H.R.O. 2700, 1942 Croydon, 1945, 1957 Lancia Augusta, immaculate, £475; Lagonda 3-litre saloon, £245; Alton Garage, 17 Brook Mews North, Craven Hill, W. 3. Tel. 2542 and 47. (1947)

THE First Speed Six Bentley, chassis WT2265, engine WT2720, built fitted 1950 2-port block, sound mechanically but since big crash, fitted large sturdy brake body (used racing under two seasons), £150 or offer—Butterworth, Grove Gardens, Primley, Surrey. Tel. Camleye 1777. (1936)

CHIPSTEAD MOTORS Ltd., 197 Fulham Rd., Kensington, London, S.W.3.—Alfa-Romeo S.C. 2.5 Zagato 2-seater, low mileage, very fast, Bentley 1935 sports saloon, 3½, immaculate car; Delahaye 1936 model 1535 S. car, 4-coupled sports saloon, Fiat 500 head coupe, 1939 model, 1 owner, as new, maroon; Healey 1949 model, special streamlined fixed head coupe, low mileage, cost £2,750, one owner; Lagonda 2-litre Speed model 1952-3, probably best example in the country; Lagonda 4½ sports 4-seater, works maintained and overhauled, late 1936, racing green; Lancia Aprilia, 1939 model, supercharged-type streamline coupe; Mercedes (see our Mercedes advert); Talbot 110, ex-Mike Cooper, recent completely rebuilt and road equipped—Fitzman 0052. (1957)

PERFORMANCE CARS, the Sports Car Specialists of All 21, Doleham Mews, Balize Lane, N.W.3. (Ham. 1111).

ALFA 1935 with 3 months' written guarantee; 1939 Bentley 4½-litre drop head; 1937 Sunbeam 5-litre tourer; 1935 Lagonda 4½-litre drop head by Vanden P. £450; 1925 Bentley 24 8hp 3-seater, 1-litre chassis 4½-litre; 1928 Bentley 24 8hp 3-seater, 1-litre chassis 4½-litre; 1931 Morris 4½-litre 4-seater; second engine; £355; 1935 Lagonda Rapier 10hp 4-seater tourer; £325; 1955 Lancia Nash-B.V. 327, 1935, drop head fourseater, £310; 1934 Alvis 14hp Firebird saloon; £235; 1930 Bentley Speed Six motor, £220; 1934 Alvis Speed Twenty tourer by Vanden P.; £270; 1945 £35; Frazer-Nash 1½-litre 2-seater, rebuilt, £10 tax, £225; 1937 Renault 10hp drop head fourseater, £195; 1937 Sunbeam 5-litre tourer; £140; 1925 12 40 Alvis tourer; £95; 1930 Les-Francis saloon; £125; 1928 Bentley 4½-litre tourer; £350; 1931 body; £65; 1930 Morris Oxford 14hp 2-seater with dicker; £55; 1925 Rolls-Royce 21.6 tourer, much; £900; 1924 Rolls-Royce 21.6 chassis only; £100; one also under Ford V8 and Riley; part-exchange, hire purchase, immediate finance on any car, R.A.C. and A.A. Imp. Sec. welcomed. (1916)

SPORTS CARS Wanted

ROWLAND SMITH'S, the sports car buyers—Hampstead High St. (Hampstead Tube). Ham. 6041. (1936)

BARTLEY—We are interested buyers of all types of sports cars—Cambridge W.11. (1957)

PERFORMANCE CARS of Oldham Motors, Belair Lane, N.W.3. (Ham. 1111)—The sports cars specialists hire purchase cars for cash. (1939)

Sports Cars Spares and Service

AT AUTOMOBILES are enthusiastic repairers, tuners and modifiers—Automotors, Lower Barrow, Ferry Rd., Barrow, S.W.13. Riverside 6496. (1934)

S.S.

S. S. Airline sports saloon, 2½-litre, 1935, small mileage since complete overhaul, costing £3.5 to engine, steering road springs, etc.; new battery, tyres, 2 Zenith carburetors, oil cool, Wipac filter, A.C. petrol pump, in perfect condition, 80 mph, 2000, one meticulous owner; taxed to December '51, £400—35, Grosvenor Gardens, Southgate, N.14. Lab. 2547. (1935)

£295—1936 S.S. 20hp Continental coupe, superb body, racing car in really magnificent condition, black with beautiful red leather interior, new hood, and plating as new and fitted five new tyres, engine and transmission will stand any examination and the car has a very good performance, terms, exchanges—Birtwell Motors, Ltd., 121, Bark Rd., E. Ham. Grangewood 4314. (1940)

ROWLAND SMITH'S, the S.S. buyers—Hampstead High St. (Hampstead Tube). Ham. 6041. (1936)

STANDARD 8

GUY SALMON AUTOMOBILES Ltd. offer:—

1948 Standard 8 saloon, fawn, brown leather, genuine 9,000 miles, £350. Porters Rd., Thames Ditton, Esherbrook 5551-3. (1932)

1947 Standard 8 saloon, grey, speed 20,000 very fast, 100 mph, 1000 miles, £350. (1933)

FERNARIS OF CRICKLEWOOD Ltd., 200-220 Cricklewood Broadway, N.W.2. G.A. 2254. (1933)

1946 Standard 8 tourer, grey, black hood, beautiful title free car, £410. (1934)

MAGDALEN MOTORS, 311, Trinity Rd., Wandsworth Common, Battersea, S.W.13. (1937)

GOLDERS GREEN—H. A. Saunders, Ltd. Golders Green, 1947 Standard 8 tourer—Speedwell 0114. (1944)

1947 Standard 8 saloon, fawn, 51,000 miles, well maintained and in good condition; offers wanted—Box 5322. (1948)

£450—Standard 8, 1948, 2-dr. slip de luxe, excellent condition inside and out, good performance, many others.

BENJAMINSON, 1, Clarendon Rd., Holland Park, London, W.11. Park 5066-7. Open Mon. to Sat. (50 yrs. Holland Park Tube.) (1950)

1947 (Oct.) Standard 8 saloon, black/brown, one owner, 15,000 miles only; £465-8. (1934)

Erskine & Sons, Watling 3520 2. (1934)

1940 Standard 8 saloon, black, in excellent order throughout, one owner; 53,900; 5 months' guarantee, terms and exchanges.

JACK WILLIAMS MOTORS, Ltd., 109, Priory Rd., Bournemouth, Mountview 5224 and 12152. (1932)

1946 Standard 8 tourer, immaculate, £425—Hendon Central Garage, Ltd., 44-46 Watford Way, Hendon Central, N.W.4. Tel. Hendon 1440. (1936)

1945 Standard 8 saloon, overhauled, choice of two, £410 and £430—Smith & Hunter, Ltd., 876, Kensington High St., London, W.14. Tel. Western 2171. (1932)

1947 Standard 8, touring car, colour black, one owner, moderate mileage, £395—Dixon's Garage, 134, West Hill, Putney, S.W.15. Putney 089. (1937)

1948 Standard 8 tourer, grey, 7,000 miles, £1,790 extra, tonneau cover, taxed Dec. '51; spotless, £550—107, Wickham Rd., Blackheath, S.E.3. (1936)

1946 Standard 8 tourer, grey, blue leather upholstery, white car as new, £435—Beynon & Clements, Ltd., 38, Watford Way, Hendon Central, N.W.4. Hendon 2146. (1937)

1946 Standard 8 saloon de luxe, black, fawn leather, excellent condition; £440—Vanderel's (Buyers of good used cars), 215, Haverstock Hill, N.W.3. Primrose 4177. (1936)

£515—Standard 8hp foursome drop head coupe, 1947, late property of elderly gentleman, 40,000 miles, genuine low mileage car, used at week-ends only, no essential petrol ever drawn, original tyres, spare only used once, call, write or telephone. (1950)

CAMDEN MOTORS Lake St., Leighton Buzzard, Beds. Tel. 208 (5 lines); nearly 400 cars ready for inspection and immediate purchase, write for post-free catalogue; hire purchase; part exchanges; free delivery. (1950)

GOLDERS GREEN—H. A. Saunders, Ltd. Golders Green, 1937 Standard 8 saloon—Speedwell 0011. (1930)

125 cns.—Standard 10, 4-door saloon, good, clean car.—Autoships, 5, Balham High Rd., Balham, S.W.15. Tel. 1557. (1941)

1935 Standard 10, perfect condition; £130; any trial—Jarvis, 1, Silvermead Ave., Romford, Essex. Tel. 1557. (1941)

1938 10hp saloon, sunshine fire, first-class condition, recently reworked and reconditioned; £350; 1000 miles; 59, after 6.50. (1956)

1939 Standard 10 saloon, black, excellent condition throughout; £295—Rays Automobiles, Ltd., 127, Park Way, N.W.1. Euston 2700. (1939)

ROUNDABOUT offer:—

1948 Standard 12 drop head coupe, black with brown leather upholstery, one owner, immaculate. (1944)

ROUNDABOUT GARAGE, Western Ave., Greenford, R. Middlesex. Waxlow 1071-5. (1944)

1948 Standard 12hp saloon, black, one owner, very good condition, 21,000 miles, £270. (1934)

JOHN WILSON AUTOS Ltd., Sandstead Rd., South Croydon, Sandstead 452. (1934)

279 cns.—1934 Standard 12 de luxe saloon, excellent condition—Autoships, 5, Balham High Rd., Balham, S.W.15. (1934)

1939 Standard 12 in remarkable condition, 10,000 miles, like new, worth seeing; £430—22, South Gate Gardens, N.W.10. Glendon 7219. (1957)

£260 over, red hide, excellent condition—Bray Motors, 190-184, West End Lane, N.W.6. Hampstead 1924. (1934)

1948 Standard 12 de luxe saloon, finished black, leather, faulst, taxed and out, excellent condition, £600—P. Morley, Ltd., 54, Streatham Hill, S.W.2. Tulse Hill 208. (1936)

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

1937 Standard 12 drophead coupe, reconditioned; 2,895.—Smith & Hunter, Ltd., 376, Kensington High St., London, W.14. Tel. Wadsworth 2312. (1750)

1937-8 Standard Flying 12 saloon, black, in excellent condition; 2,300.—A.M.S. (Motor Engineers), Ltd., 2, Upper Tooting Park, Putney Park, N.W.4. (Archway 1681).

695 ens.—Standard 12, 1946, four-door drop head coupe, black, red leather, radio, de-mister, good tyres, small mileage, very carefully used, exceptional condition; terms; cash; open 9-7 weekdays and Saturdays.—Rowland Smith Hampstead (Hampstead Tube). Hampstead 6041. (2028)

STANDARD 14

W HAROLD PERRY Ltd., Inveria Works, 279, Ballards Lane, North Finchley, N.12. Tel. Hillside 4444.

1948 Standard 14 drop head coupe, black, brown leather, immaculate condition; 4,625.

W HAROLD PERRY Ltd., Inveria Works, 279, Ballards Lane, North Finchley, N.12. Tel. Hillside 4444.

1948 Standard 14, grey with blue leather, small mileage, in excellent condition; 4,995. N.7. JOHN CAMPBELL MOTORS, 411, Holloway Rd., N.7. North 4441. (2023)

1947 (Nov.) Standard 14 saloon, lovely condition; 4,725.—Brown, Hillside Garage, Edgware, Tel. Edgware 4034-5. (2014)

1946 Standard 14 saloon, unquestionable condition; 4,000.—The Brimley Garage, W.17. Tel. Wadsworth 4034/3406. (1580)

1939 Standard 14 touring saloon, black with brown leather upholstery, a distinctive looking car in excellent mechanical condition; 4,395.—DUDLEY & COBOLD AUTOMOBILES, 206, 216, The Broadway, Wimbledon, S.W.19. Tel. Wadsworth 4034-5. (2003)

1947 (Oct.) Standard 14 saloon, grey, blue leather, 11,000 miles, unmarked.—Tucker, Ltd., 333, Upper St. Martin's Lane, W.C.2. Temple Bar 3333. (1922)

£365.—Standard Flying 14, 1937, excellent appearance, interior looks hardly used, bench front seat, incorporated picnic table, very roomy body, many others.

D MONTOURS, Clarendon Rd., Holland Park, London, W.8. Tel. Park 5056-7. Open Mon. to Sat. 9-6 (9-50 days). Holland 1812. (1925)

1948 (August) Standard 13, N.M.V. radio, low mileage, unmarked; 4,625; exchanges and hire purchase.—R. & G. Motors, 104-5, High Rd., Whitehall, London, N.20. Hillside 6971-2. (1925)

1947 Standard 14, black, red leather, low mileage, immaculate condition, choice of 4,725.—Hendon Central Garage, Ltd., 41-42, Watford Road, Hendon Central, M.W.4. Tel. Hendon 1423-4. (1856)

£795.—Standard 14 four-door drop head coupe, 1940, black leather, beautifully fitted, less dove grey, regular leather, upholstery and hood to match, serviced at regular intervals by Main Distributors, routine checked for first time October, 1950, fitted twin Lucas spots, de-misters, etc., a very genuine car in every detail.

C AMDEN MOTORS, Lake St., Leighton Buzzard, Beds. Tel. 2041 (5 lines); nearly 400 cars ready for inspection and immediate purchase; write for post-free catalogue; hire purchase; part exchanges; free delivery. (2167)

STANDARD VANGUARD

O VERSEAS CARS, Ltd.

1949 Standard Vanguard saloon, black, red leather; £1,025.

O VERSEAS CARS, Ltd., 227, Brompton Rd., Knightsbridge, S.W.3. Tel. Kensington 7475. (2956)

T OM GARNER, Ltd., offer:—

1949-50 Standard Vanguard saloon, grey with grey leather, 4,000 miles only.

T OM GARNER, Ltd., 10-12 Peter Street, Manchester, 2. Blackfriars 9265-6. (2970)

H A. SAUNDERS, Ltd., offer:—

1949 Standard Vanguard saloon, black with tan leather upholstery, radio, heater, etc., 4,000 miles; £1,095.

H A. SAUNDERS, Ltd., Austin House, High Rd., North Finchley (100 yds. north of Tolly Corner), Hillside 0024. (1465)

W ARWICK WRIGHT, Ltd., offer:—

1949 Standard Vanguard saloon, green, red cloth, radio and heater, 8,000 miles; £1,095.

W ARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. (1394)

K ENTISH & THOMSON, Ltd., offer:—

1950 (January) Standard Vanguard saloon, metallic grey with blue leather, radio and heater, £1,095.

W ICKHAM Rd., Shirley, Croydon, Surrey. Spring-park 3477-8. (2220)

D J. SHEPHERD & CO. (ENFIELD), Ltd., offer:—

1949 Standard Vanguard saloon, leather upholstery, radio and heater; 4,535.—D. J. Shepherd & Co. (Enfield), Ltd., 458, Hertford Rd., Enfield, Howard 1681. (1368)

1949 Standard Vanguard saloon, leather, one owner, 4,950.

G EORGE NEWMAN & CO., 369, Euston Rd., N.W.1. Euston 4461. (1756)

G OLDERS GREEN—H. A. Saunders, Ltd., Golders Green, 1949 Standard Vanguard 15hp saloon, 4,000 miles, 12, Church St., Luton 4212. (2104)

1949 Vanguard saloon, gummet, grey leather, taxed, one fastidious owner, negligible mileage. 4,365.—Imperial Motor Mart, Chesham 2065. (2049)

1949 (late) Vanguard, H.M.V. radio, heater, loose covers, one owner, very low mileage; 4,950.—Clarke & Simpson, 75-79, Gadsdon Lane, S.W.1. Sloane 4727. (2247)

£1045—Standard Vanguard saloon just overwarranted, 1947 (11.1.50), metallic grey, blue interior, literally like new throughout; negligible mileage; similar opportunity at the price.

C AMDEN MOTORS, Lake St., Leighton Buzzard, Beds. Tel. 2041 (5 lines); nearly 400 cars ready for inspection and immediate purchase; write for post-free catalogue; hire purchase; part exchanges; free delivery. (2166)

1949 Vanguard, faultless bodywork and mechanical, ally nearly 10,000 miles; green, red upholstery, heater, Motch floodlamp, tyres almost new, loose covers; taxed year; one careful owner, regularly serviced; Standard main agents; 4,925.—Trove, Brent House, Dordford, Tel. 3352, 9-11 a.m. (1956)

N AYLOR & ROOT, Ltd.—1949 Standard Vanguard A saloon, steel grey, leather upholstery, 5,000 miles, unblemished condition throughout; 4,965; 3 months guarantee; choice of 250 quality cars, demonstrations within 100 miles; terms available.—25, East Hill, S.W.16. East 2272. Open 9-6 each week-day including Saturday. (1835)

STANDARD MISCELLANEOUS

C AR MART, Ltd.

1948 Standard 12 drop head coupe, 8,000 miles; 4,495.

1948 Standard 8hp saloon, 15,000 miles; 4,575.

1949 Standard Vanguard saloon, 8,000 miles; £1,025.—Car Mart, Ltd., 320, Euston Rd., N.W.1. Euston 1212. (1130)

S ALES, service, spares.

S TANDARD and Triumph distributors for Croydon, Purley, Caterham, Epsom, Mitcham and Beckenham areas.

C ARS AUTO SALES, Ltd., Standard House, South End, Croydon, Tel. Cro. 6089-9. (0052)

G ORDON CARS (LONDON), Ltd.—1949 Standard Vanguard, leather, heater, radio.—Below.

G ORDON CARS (LONDON), Ltd.—1947 Standard Vanguard, black, leather, heater, radio, de-mister, 12hp saloon, black, excellent condition.—Gordon Road, Epsom, Surrey. Tel. Epsom 6611. (1925)

T ANKARD & SMITH, Ltd., offer the choice of many Standard 8, 10s and 12s from their vast stock of over 200 used cars, all sold to three months written warranty.—156, King's Rd., S.W.3. Tel. Fax 4801-3.

Standard Cars Wanted

C AR MART, Ltd., wish to purchase Standard cars.—150, Park Lane, W.1. Grosvenor 3454.

R OWLAND SMITH'S, the Standard buyers.—Hampden Rd., High St., Hampton, Middlesex. Ham. 6041.

I URGENTLY need post-war Standard.—21, Kirkfield Rd., S.W.2. Tulse Hill 1288 (day). (0751)

C ASH immediately for good Standard.—H. F. Edwards, 154, Qd. Chichester St., W.1. Lanton 9999.

C A. P. FETO, Ltd., 42, North Audley St., W.1, urgent to buy low mileage Standard cars.—Mayfair 5052.

M ARSTON MOTOR CO., Ltd., for your Standard N 15.

T el. Sta. 8000.—Seven Sisters Rd., Tottenham, N.15. (0418)

C guards, buyers of low-mileage Standard 12s, 14s, 15hp, Hillmorton Rd., Rugby. (1945)

A PPROACH us first before disposing of your Standard A car.—Tantard & Smith, Ltd., 194-198, Kings Rd., Fulham 3001.

A LBERT FARNELL, Ltd., would appreciate the offer of your Standard if wishing to sell.—75, Manby Rd., Ham Lane, Bradford Rd. Tel. 28827-8. (0216)

S TARNES MOTORS, 103, Crickwood Broadway, 180, W.3. Chiswick Rd. Tel. 2480. (0431)

S TANDARD spares and service

J OCKEY & SONS, Ltd., John K. (Leeds), Ltd., New York Rd., Leeds, 2. Tel. 29439.

B ARKERS MOTORS (LONDON), Ltd., Tel. Balham 1000.—Standard spares, sales and service.—Balham High Rd., S.W.17. (0052)

R EPAIRS and service for all models, largest provincial stocks.—Holliday & Sons, Ltd., Stockport, Cheshire. Tel. 4661; and Prince's Drive, Colwyn Bay (Tel. 3322). (10359)

S TANDARD spares, all models from 1935, repairs, maintenance, complete overhauls; reconditioning.—Puttocks Garage, Alexandra Terrace, Guildford. Tel. 4486. (16210)

S PARE parts by return of post; quote commission number of car when ordering.—Whitton Garage Ltd., Standard and Triumph Car Distributors, Grimsby. Tel. 4486. (16475)

S HOCKHURST GARAGE.—Harrow agents for Standard and Triumph; sales service; reconditioning.—Uxbridge Rd., Harrow Weald, Middlesex. Tel. 01846 5611. (16475)

L ANKSTER ENG. CO., Ltd. (distributors in Surrey) since 1911; full range of spares; phone write or call; orders dispatched immediately.—43-45, Esher Road, Kingston, Kin. 5151-4. (10286)

S TANDARD spares, large stocks.—Post your requirements to Northampton Motor Co., Ltd., Market Street, distributors of Standard Vanguard and Triumph cars for Isle of Thorns, Tel. Marate 1182. (1572)

K delivery, reconditioned engines and vast stock of spares for all models; the Standard specialists for over 25 years.—187-190, Widmore Rd., Bromley Kent. 5456-7-8-9. (10367)

H ALLS (FINCHLEY), Ltd., have a comprehensive range of Standard spares for immediate delivery and also reconditioned Standard exchange engines guaranteed 3 months.

A RS, Finchley, N.3. Finchley 3034. (0008)

S TANDARD & TRIUMPH SALERS, Ltd.—Service and spares for all models; manufacturers' largest stockist in Britain of spares and service exchange assemblies.—Standard & Triumph Sales, Ltd., London Distribution, Junction of Boundary Rd. and Abbey Rd., St. John's Wood, N.W.3. Maids Vale 9114 (10 lines). (3803)

STUDEBAKER

D ICES CAR SALES offer:—

1941 Studebaker 30hp Champion saloon, l.h.d., very economical; 4,450.

D ICES CAR SALES, Ltd., 385-401, High Rd., Kilburn, Maids Vale 6989-9. (5895)

S IMPSON'S MOTORS offer:—

1948-9 Studebaker Champion 4-door sedan, low mileage, radio, heater, seat covers, overdrive and spot lamp; genuine post-war.

S IMPSON'S MOTORS (WEMBLEY), Ltd. (American Car Specialists), Wembley 3638. (1903)

1938 Studebaker 26 saloon de luxe, guaranteed; 4,325; payments.—Oldfield, 4, Russell Lodge, Moss, Kensington. Park 5796. (2029)

1939 29 Studebaker 4-door saloon, very good engine and chassis; 4,775.—Jacquer, 101, 225-7, Hammermith Rd., W.6. Riverside 6971-2. (1925)

1939 Studebaker Commander saloon, radio, heater, overdrive, maintained by makers, immaculate condition; 4,450.—Sciver, Victoria, W.14. (1973)

1938 Studebaker Commander saloon, 26hp, 1938, really splendid condition throughout; 4,450.—Wemley Court Motors, High Rd., Wemley, Arnold 4222. (2074)

£500 miles.—1948 (Sept.) Studebaker Commander saloon.—Ernest Sutton, Cleve Hill 93 (Chesham). (Trade enquiries only please.) (2074)

20 hp Studebaker 1948 (August) 2-door Champion saloon, small mileage, 1000 taxidermized, car fitted with very conceivable extra, inspection and trial invited; £1,655; terms, exchanges.—12, Croft St., Luton 4212. (2106)

1938 Studebaker President de luxe saloon, fitted with radio, heater, firewheel and overdrive, new tyres, twin Note spinning wheels, complete interior inside and out; 4,450.—South Croydon Motors, Ltd., 444, Brighton Rd., South Croydon. Uplands 2146. (2146)

S TUDEBAKER Car Wanted

S IMPSON'S MOTORS (WEMBLEY), Ltd., wish to purchase all models Studebaker. Wembley 3903. (10678)

SUNBEAM

£85.—Sunbeam 18 tourer, Sept. 1927, original throughout, new chassis, 12hp, 1200cc, 12v battery, definitely no smoke, quiet axle and gear work, perfect steering and brakes, blue leather interior, petrol dumpy, runs marvellously, 100% reliable, complete with all tools, instruction book, spares, etc., an ideal Vintage car that can be very easily used daily, believed one owner from new, would exchange Austin 7 or Ford 8.—Tyndal, 8, Boston Rd., Hanwell, W.7. Ealing 4655. (1785)

SUNBEAM-TALBOT

1947 Sunbeam-Talbot 10hp tourer, 8,000 miles; 4,655.—Car Mart, Ltd., 320, Euston Rd., N.W.1. Euston 1212. (11108)

B ROWN is for Sunbeam-Talbots.

1939 Sunbeam-Talbot 10hp saloon de luxe, completely reconditioned, genuine just being inspected, immaculate condition; 4,325.—Brown's Garage, Brompton (Kens), 4119 St. James's Place. (18330)

B ROKLANDS for Individuality.

1949 Sunbeam-Talbot model 90 saloon, black, brown leather, fitted heater, speedometer, 103,000 miles.

W ARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. (2122)

W ARWICK WRIGHT, Ltd., offer:—

1949 Sunbeam-Talbot 90 saloon, black, buff leather, 12,000 miles; £1,550.

W ARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. (2122)

C OOMBS & SONS (GUILDFORD), Ltd., offer:—

1949 Sunbeam-Talbot 90, 12,000 miles; £1,295.

C OOMBS & SONS (GUILDFORD), Ltd., Portsmouth Rd., Guildford, Guildford 6997-8-9. (18539)

8000 miles.—A 1947 2-hp Sunbeam-Talbot drophead, black with blue upholstery; £1,000.

7000 miles.—A 1947 2-hp Sunbeam-Talbot drophead, black coupe, granite grey with grey upholstery; £1,000.

R F. FUGGLE Ltd., Busby Heath, Herts. Tel. 1925. (1678)

1949 (Sept.) Sunbeam-Talbot 90, satin bronze, loose covers, 15,000 miles, all new; £1,195.

P F. FUGGLE, Welwyn 461. (1778)

1949 Sunbeam-Talbot 90 saloon, green with heater and radio, 13,000 miles; £1,185. See Gordon & Sons, Ltd. Faber 1234. (1933)

G RIXON CARS (LONDON), Ltd.—1947 Sunbeam-Talbot 10hp saloon, grey, one owner, 12,000 miles, 373, Euston Rd., N.W.1. Euston 6611. (1890)

1939 5-hp 20hp Sunbeam-Talbot saloon, metallic grey, recently overhauled; 4,675.—C. A. Peck Ltd., 42, North Audley St., W.1. Mayfair 5051. (16338)

1949 Sunbeam-Talbot 90 saloon, satin bronze, low mileage, 12,000 miles, 12,000 miles, 12,000 miles.—Wemley Court Motors, High Rd., Wemley, Arnold 4221-2. (16698)

1940 first-class condition both body and mechanical; 4,600.—Tel. Camberley 8000, Herman Solomon & Sons, Camberley. (21208)

1949 (Sept.) Sunbeam-Talbot (90), silver grey, H.M.V. radio, moderate mileage, mechanical perfect, appearance as new; £1,350.—Dr. Goodwin, Great Witley, Worcester. (1474)

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE, ETC.

MOTOR HEARSES

The best hearse in the country is built by Woodall Nicholson, Ltd., Well Lane, Halesowen. Second-hand usually in stock. Est. 1846. Tel. 4231. (1948)

AMBULANCES

Ambulances, new and used, latest civilian models, large selection.—Lawton Goodman (Ambulance makers), 135, Crickwood Broadway, N.W.2. Gladsstone 2226. (1948)

MOTOR COACHES

ROSE & YOUNG, Ltd., offer 1937 Denali coach, 30-seater, forward drive, sun roof twin rear wheels; Lurgan, £225.—G.S.49, Starnfield Ave., Starnfield Hill, S.W.2 (Junction Stratham Hill Station). Tulse Hill 3464. (1937)

MOTOR CYCLES FOR SALE

RAYMOND WAY.

A 100 new motor cycles all makes in stock for immediate delivery, also a selection of second-hand solos and combinations; cars taken in exchange.—Raymond Way, the hire-purchase specialists, Kilburn Bridge, N.W.6, Maids Vale 6044 (10 lines). (1950)

S & A. COLES, Ltd.—England's leading motor cycle specialists, offer a large selection of new models for immediate delivery; exchange, hire purchase. Everything for the Motor Cyclist.—364-366, High Road, Leyton, E.10. (1951)

MOBILE CATERERS, KITCHENS, ETC.

£105—Mobile canteen on Ford V.8 chassis, taken in part exchange, reasonable running condition and easily repaired by handy man, absolute bargain at this price, sold as his stands.—Below.

£325—1940 Ford 10cwt with canteen or ice cream counter, body work excellent condition; 3 months guarantee, hire purchase, or cash.—Wood Green, Finchley Showrooms, 421, High Rd., Finchley, N.15. Tel. 6221. (1948)

MOBILE shops, kiosks, offices, canteens, fish and chip, ice-cream, snack bars, etc., vehicles and trailers, delivery from stock; hire purchase, lists and illustrations on application.—Lawton Goodman, 135, Crickwood Broadway, N.W.2. Gladsstone 2226. (1948)

COMMERCIAL VEHICLES

JACQUIER, Ltd., offer:—

BREAKDOWN twin booms, power operated equipment, side jacks, etc., fitted on 3½-ton Ford chassis, reconditioned throughout. £260.

FORD ex-W.D. 1½-ton truck, 4x2, excellent condition. £125.

FORD ex-W.D. 3½-ton l.h.d. truck, fitted twin rear drive exceptional condition, £235; another, right-hand drive dropside truck, low mileage, single rear, £250.—255-7, Beaumont Rd., W.4. Riverside 6674. (1948)

PALMER MOTORS, Ltd., offer:—

A LIMITED number of unregistered Bedford, immediate delivery.

A BEDFORD 30cwt normal control vans.

BEDFORD 30cwt forward control vans.

BEDFORD 30cwt forward control trucks.

The above vehicles are rebuilt, fitted with new condition bodies, new, carrying 6 months' warranty, cars and commercial vehicles exchanged; deferred terms arranged.—45, York St., Wickhamham, Tel. Fossebury 1980 and 7087. (1948)

WANSTEAD MOTORS, Ltd., offer:—

1949 (November) Ford Scout van, 5,000 miles; £465.

WANSTEAD MOTORS, Ltd., Cambridge Park E.11, Wanstead 1000. (1951)

1947 Bedford 10cwt van; £375.—Below

1947 Bedford 10cwt van, extended roof for goods; £375.—Below.

1949 registered Ford 10cwt Utiliteon; £325.—Below.

1949 rebuilt Ford 10cwt van; £325.—Below.

1938 Morris 10cwt van, forward controls; £200; vans and exchanges.—Tel. Ambers 2003, Turner, 99-117, Clarence Rd., London. (1948)

D. J. SHEPHERD & Co. (ENFIELD), Ltd.

1946 (September) Morris 25cwt van, small mileage, excellent condition throughout, one owner since new, £395.

1950 19cwt 3-wheeler van, mileage 500, colour blue, bargain, taxed; £260.—D. J. Shepherd & Co. (Enfield), Ltd., 436, Hertford Rd., Enfield, Middlesex. (1951)

1936 Morris 10cwt van, one owner, exceptional condition, bargain; £175.—Below.

1939 Austin 5cwt van, in nice order throughout, bargain, £165; 3 months guarantee, terms and exchanges.

JACK WILLIAMS MOTORS, Ltd., 150, Priory Rd., Haverley, Monmouth 5225 and 3774.

1949 model Austin 15cwt 5-way van, small mileage, in primer, original tyres; £350. (1951)

PARSONS & PARSONS (CARAGES), Ltd., Potter St., Harlow, Potter St. 121. (1948)

GOLDERS GREEN, H. A. Saunders, Ltd., 1949 Jowett Cruiser, 1949 Austin 140 van, 15,000 miles.—Below.

H. A. SAUNDERS, Ltd., Golders Green.—1949 Jowett

H. A. SAUNDERS, Ltd., Golders Green.—1946 Austin

USTRY 170 pick-up truck, 200 miles only.—Bridg

A. C. J. T. 5588.

JOWETT BRADFORD our specialty: quick repairs and service, offer a second-hand bargain.—Buntingford Agency, Buntingford. (1948)

1950—1957 Commer 10cwt van, recently overhauled, bodywork very clean.—Le Eern 107, Old Brompton Rd. S.W.7. (1951)

187 miles, 1949 (Nov) Fordson 10cwt van, plain body, 1949 Buick, Cleve Hill 58 (Cheltenham). (Trade enquiries only please.) (1948)

JOWETT main agents for Bedford 4½-ton vans and light trucks.—Saxon Jeffries, Ltd., 32, Wimpole St., London, W.1. Tel. Didsbury 3446. (1948)

1937 mechanical condition; £150.—Tankard & Smith, Ltd., 97, Peckham Rd., S.E.15. Rodney 3575. (1950)

MUST clear! 1947 Morris 15cwt Army-type van, just overhauled; £295; also 1947 Ford truck, £275.

—A. Z. Motors, Palmerton Rd., N.W.4, Mai. 4723. (1948)

1946 (May) Bedford 5cwt dropside lorry, care-

Wembley Motor Co., 11, East Quay, Bridgewater, Tel. 3289. (1948)

1948 Bradford Jowett van, plain maroon, as new

Wembley Motor Co., High Rd., Wembley, Arnold 5221-2. (1948)

1949 (Sept.) Vanguard van, choice of 5 plain

Bella Service Garages, 141, London Rd., Kingston-on-Thames, Kingston 1165. (1948)

FORD sale, Fordson Thames 2-ton Luton type van,

vehicle just out of covenant, condition as new, mileage negligible, excellent service for selling, can be viewed by appointment.—Orders to Box 6267. (1948)

1947 Jowett Bradford 8½-ton delivery van, really

superb, thoroughly recommended, snap; £250; terms and exchange—Jack Stone & Son, 221, Upper Richmond Rd., S.W.15, Tel. Putney 1054-5, 2776-7, day and night. (1951)

325 ens.—Jowett Bradford October 1947, 8hp 10cwt

van, plain grey, good tyres, one careful owner, excellent condition; terms and exchange; list, open 9-7

week-days and Saturdays.—Rowland Smith, Hampstead

Garage, Hampstead Tube. (1948)

GOWN vans, choice of several: 1939 Ford 6 cwt with

Gown van body, £285; 1937 Morris 12hp with gown

van body, £275; 1949 registered H. man Mix with new

van body, £465; 1947 Ford 10cwt with gown body, £265; 3 months' guarantee, hire purchase; exchange;—

Smith of Wood Green, Finchley Showrooms, 421, High Rd., Finchley, N.15. Fin. 6221. (1948)

Commercial Vehicles Wanted

WANTED.—1946 Fordson 5-cwt and 10-cwt vans;—

Arthur E. Gould, Ltd. 350-51, Regent St., W.1. Langham 1501-5. (1948)

NEW AND USED CARAVANS, TRAILERS, ETC.

NEW CARAVANS

FLOCKES Alert, inspect the latest models locally at

Greenhill Motor Co., Ltd., Marsh St., Plims 601.

FOR all types of caravans, latest of holiday, write

for catalogue to Country Caravans, Ltd., 10, York St.,

A MOBILE home, Park Caravans, from £145, or

A deferred terms.—John Steel, Castledine, Binsley,

Staffordshire. (1948)

BENILEY caravans, best in the West, large selection

from £150 to £1,500.—Bentley Caravans, 3035

BRIDGE Rd., Taunton. (1948)

CARAVANS at Kingston showrooms, from £290 to

£2,500, include Berkeley ranges, Chalfont, Wilbury,

Challenger, Defiant, Raven, etc. H.P. terms with effi-

ciency. (1948)

CURRY CAR Co., Ltd., 44, Richmond Rd., King-

ston-on-Thames. 100 yrs. Kingston 876. Tel. Kingston 6340. (1948)

CARAVAN shells, all-metal chassis and coachbuilt

bodywork, 12ft £145 other sizes pro rata, send requirements and s.a.s. for lists. (Mitchell) Brothers,

Coashubbers, Bedford Rd., Durrington, Wilt. (1948)

£298 ex-works, New Sprite Major Sprite £216

ex-works, both four-berth aluminium, gas

lighting and cooking, come and see them at our

showrooms.—Purches, Ltd., 160, Powis Street, Wool-

wich, S.E.18. Tel. Woolwich 3354. (1948)

L. CARAVANS, Ltd., hold finest selection of caravans

for homes and holidays, see the new Winsome

Craftsmen, Pioneer Premier, Marlow Tudor, Lamford

Cavalier, Victor, Challenger, Wilbury, Weyland, Safari,

etc.; prices from £198; easiest terms.—X. L. Caravans,

Ltd., Blue Star Camp, Middlesbrough. (1948)

A distributor of all leading makes of reliable caravans

we offer quick delivery of Ambassador and

Courier, Marlow Premier, Chalfont Cottage, Raven Cot-

tage, Thames, Westway, Cammucaster, etc. We can offer

the most attractive hire-purchase terms and arrange

delivery and sites with water and sanitary facilities,

write for free copy of "Caravan Topics". (1948)

WATFORD CARAVANS, Ltd., Hall Park Garage,

Berkhamstead, Tel. Berkhamstead 620. (1955)

NEW CARAVANS

CARA-CARS, Ltd., distributors for Winchester, Car-

avans, Ltd., Cheltenham, Cotswold, Berkeley.

BERKLEY, Ltd., Cheltenham, Cotswold, Berkeley.

BERKLEY, Ltd., Cheltenham, Cotswold, Berkeley.

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BERKLEY, Ltd., Cheltenham, Cotswold, Berkeley.

NEW CARS FOR SALE

A.C.

HATTON MOTORS, Ltd.—Orders accepted for

delivery in strict rotation.—71, Broad St., Bir-

mingham. (1955)

H. F. EDWARDS & Co., Ltd.—A.C. distributors for

London, Middlesex and Surrey, now accepting orders

for rationalised cars, including new A.C. Buckland

sports tourer.—154, Gt. Titchfield St., W.1. Langham

0012. (1948)

ALLARD

FULL particulars of all Allard models can be ob-

tained from Allard Motor Co., Ltd., 24-28, Clapham

High St., London, S.W.4. Tel. Macclesley 3201. (1955)

ALLARD

ATHUR E. GOULD, Ltd., 280-292, Regent St., W.1.

LANGHAM 1594-5.

MAIN distributors for all Allard models.

PHONE or write for details or demonstration. (1948)

ALVIS

LONDON.

AL particulars of Alvis are available at 103, New

Bond St., W.1. Mayfair 8551. (1955)

SCOTLAND.

ALVIS

LVIS sales, spares and service.

A JAMES H. GALT, Ltd., the Distributors, 52, Wood-

lands Rd., Glasgow, G.3. Tel. Douglas 7058. (1948)

MANCHESTER.—Alvis main agents: sales and service,

A. Freeman, Ltd., Grosvenor Garage, Burnage

Lane, Mer. 14. Tel. 2273-4. (1948)

LANCASHIRE and Cheshire sales service and spares

specialists.—Parkers (Manchester and Bolton),

Bradshaw, Bolton. Tel. 4200 and 176. Deans-

gate, Manchester. Tel. Deansgate 4507. (1955)

NEW CARS FOR SALE

ALVIS
CHARLES FOLLEY, Ltd.—Alvis repair specialists.
 OFFICIAL Alvis spare parts stockists.
 TRADE supplied.
 SERVICE—12, Wellesley Ave., W.S. Riv. 1415. (10307)

ARMSTRONG SIDDELEY
HENLY'S, Ltd., 1-5, Peter St., Manchester.—Armstrong Siddeley distributors for Lancashire and part of Cheshire.—Tel. Blackfriars 7943. (10503)
PASS & JOYCE, Ltd., London and district distributors, for the new post-war Armstrong Siddeley car—194-188, Great Portland St., London, W.1. Museum 1901. (10711)

AUSTON MARTIN
PIPPBROOK GARAGE—We are officially appointed agents for Lagonda and Aston Martin cars.—London Rd., Dorking 5081. (10159)
HAROLD RADFORD & Co., Ltd., officially appointed Aston Martin retailers.—Sales and service at Melton Court, South Kensington, London, S.W.7. Kensington 6642 (5 lines). (10226)

AUSTIN
THE CAR MART, Ltd., London Austin Distributors, accept orders for delivery in rotation.—237, Euston Rd., N.W.1. Euston 1051. (10511)
BREW BROTHERS, Ltd., agents for Austin cars, sales and service.—133, Old Brompton Rd., S.W.7. Kensington 2465. (10710)
F. DOVE, Ltd., main dealers Austin, see the new streamline saloon.—111-115, Addiscombe Rd., Croydon, Addiscombe 3066. (15325)

BENTLEY
CAR MART, Ltd.,
 OFFICIAL retailers, will be pleased to accept orders for future delivery.
BENTLEY Mark VI 4½-litre 4-door lightweight all-metal streamline saloon, coachwork by H. J. Mulliner & Co., Ltd., Radiomobile car radio and heater, spring balanced front lid affording extra luggage accommodation, bonnet locks and petrol filler locks, finished to choice.
BENTLEY Mark VI specially designed ranch-ode sports saloon, coachwork by H. J. Mulliner & Co., Ltd., finished in black.
BENTLEY Mark VI 4½-litre special drop head coupe, coachwork by H. J. Mulliner & Co., Ltd., finished to choice.
CAR MART, Ltd., 150, Park Lane, W.1. Grosvenor 3434. (10712)
DAVID ROSENFIELD, Ltd.,
 OFFICIAL Bentley and Rolls-Royce retailers.
 SHOWROOMS: 78, Deansgate, Manchester.

PHONE Blackfriars 4942
 SERVICE station: Cheetham Hill Rd.
MANCHESTER, 8 Tel. Blackfriars 2508. (10580)
ROSE, Ltd. Northampton.
 OFFICIAL Bentley retailers.
 SHOWROOMS and service.

AREFAIR, Northampton. Tel. 4540. (10509)
JACK OLDING of Mayfair, the official retailers will be pleased to quote delivery of new and used Bentley and Rolls-Royce cars on application.—Audley House, North Audley St., W.1. Mayfair 5242. (10517)
DIPPON BROS., Ltd., the largest Bentley and Rolls-Royce distributors offer early delivery of Mark VI Bentley and Rolls-Royce cars fitted with special coachwork. Rolls-Royce specialists since 1925.—Rippon Bros. 1, Roper-street, E.C.4. (10249)
A. FOX & Co., Ltd., official Rolls-Royce and Bentley retailers and repairers; please consult us for delivery quotations of new Rolls-Royce and Bentley cars.—A. Fox & Co., Ltd., 5-5, Burlington Gardens, Old Bond St. W.1. Tel. Regent 7657. (10444)

BRISTOL
UM, Ltd.
UNIVERSITY MOTORS, Ltd., Joint Distributors, London, Home and Eastern Counties; also Berks, Beds and Bucks.
UNIVERSITY MOTORS, Ltd., Stratton House, 80, Piccadilly, W.1. Gro. 4141. (10167)
A. F. N. Ltd.

JOINT distributors for London, Home and Eastern Counties, also Berkshire, Bedfordshire and Buckinghamshire.
LALCON Works London Rd., Isleworth. Hounslow 9311. (10477)
KEVILL DAVIES & MARCH, Ltd.
 OFFICIAL Bristol retailers.

41—42, Hay's Mews, Berkeley Sq., W.1. Gro. 2545.
SCOTLAND and Northern England; consult the enthusiasts—James H. Galt, Ltd., The Distributors, 57 Woodlands Rd., Glasgow, C.3. Tel. Deacons 7598.
ANTHONY CROOK—Latest models 401, with all modifications on view, shown at Anthony Crook Motors Ltd., leading distributors of Bristol cars.—Caterham Hill, Surrey. Tel. BUICK (10554)

BUICK
BUICK—Sole concessionaires, Lendrum & Hartman, Ltd., Buick House, Alhambra St., London, W.1. Tel. Regent 7121. (10398)

CADILLAC
CADILLAC—Sole concessionaires, Lendrum & Hartman, Ltd., Buick House, Alhambra St., London, W.1. Regent 7121. (10326)

CHEVROLET
DISTRIBUTORS for London and Home Counties require only Chevrolet cars—British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. York 3588. (10775)

CITROEN
C. O. NORMAN & Co.
 CITROEN sole distributors for the County of London.

SHOWROOMS, spare and service, 50, Vauxhall Bridge Rd., S.W.1. Victoria 2211. (10637)

CITROEN
SHRIMPSON'S MOTORS, Ltd., London Distributors. Head office and showrooms—242-244, Brompton Rd., S.W.2. Kensington 9466.
SPARES and service—77a, Kings Rd., Chelsea, S.W.5. Flaxman 4667. (10727)

DAIMLER
CAR MART, Ltd.,
 OFFICIAL agents, will be pleased to accept orders for future delivery.
DAIMLER 2½-litre Empress saloon on special sports chassis with coachwork by Hooper & Co., Ltd., finished black.
CAR MART, Ltd., 230, Euston Rd., N.W.1. Euston 1212. (10713)

DELAGE
SELBORNE (MAYFAIR), Ltd., (incorporating Selborne Motors, Ltd., established 1926).
 SOLE concessionaires for Great Britain, etc.
 HEAD office, 22, Park St., W.1. (10661)

DELHAYE
SELBORNE (MAYFAIR), Ltd., (incorporating Selborne Motors, Ltd., established 1926).
 SOLE concessionaires for the famous Delahaye cars.
 U.S.A. and other overseas enquiries invited.
 HEAD office: Regional House, 22, Park St., W.1. (10662)

DELLOW
GORDON GARAGE (DULWICH), Ltd., Dellow distributors for London and South-Eastern Counties; sales, service and spares.—35-35, East Dulwich Rd., London, S.E.22. New Cross 2456. (10610)

FORD
ARTHUR E. GOULD, Ltd., main Ford dealers, sales Regent 81, W.1. Service: Minerva House, Chancery St., W.C.1. Museum 5073. (10655)
F. H. PRACOCK, Ltd., main Ford dealers.—Sales and service, coachbuilding insurance.—219-221, Balham High Rd., S.W.17. Balham 4201 (5 lines) 104. Post, Rd., Folkestone. Folkestone 51222 (2 lines). (10098)

FRANZEN NASH
 REQUESTS for literature and information in response of the Fraser Nash, Main Replicas, Post Roadster four-door cabriolet and Mille Miglia models should be addressed to F. H. J. Falcon Works, London, N.1. Euston 0011. (10478)

HEALEY
HEALEY saloon for early delivery from Northampton Motor Services, Ltd., Northampton. Tel. 2862. (10063)

H.R.O.
HAROLD RADFORD & Co., Ltd., sole distributors for London and Home Counties.—Sales and service at Melton Court, South Kensington, S.W.7. Tel. Kensington 6642 (5 lines). (10309)

JAGUAR
HENLYS, Ltd.,
 ENGLAND'S largest Jaguar distributors.
DEVONSHIRE House, Piccadilly, W.1. (Grosvenor 4444).
HENLY House, 385, Euston Rd., N.W.1. (Euston 4444).
MANCHESTER, 1-5, Peter St. (Blackfriars 7843). (10153)

WEMBLEY COURT MOTORS.
JAGUAR sales; order your new Jaguar from the main dealers.
WEMBLEY COURT MOTORS, High Rd., Wembley. Tel. Arnold 5231. (10718)
COOK & SONS (GUILDFORD), Ltd., for Jaguar sales and service.
MAIN agents for South-West Surrey.—St. Catherine's Garage, Guildford GU97 9. (10244)

LANCASHIRE specialised sales, repair and spare parts—large stock available.—Parkers, Ltd., Bury, Lancashire. Bolton Tel. 4280 Deansgate, Manchester. Tel. Deansgate 4507. (10391)

JOWETT
CLARKE OF PIRBRIGHT, automobile engineers.—Pirbright, Surrey. Tel. Brookwood 2201-2-3. (10279)
HAROLD RADFORD & Co., Ltd.,
 JAVELIN and Bradford main agents.

SALES & Service.
HAROLD RADFORD & Co., Ltd., Melton Court, South Kensington, S.W.7. Tel. Kensington 6642 (5 lines).
 HOME to the specialists for anything Jowett.

ORDON MOTORS, Ltd., Barnet, Herts. Tel. Barnet 4100. (10581)
JOWETT—Fast Surrey's leading agents for Javelin and Bradford vans.—Carr Bros. High St., Putney, London 1412. (10275)
KINGSTON-ON-THAMES main agents for Jowett Javelin and Bradford vans.—Carr Bros. High St., Kingston 2241-2. (10580)

JOWETT main agents for Manchester.—Saxon Jeffries, Ltd., 22, Wilmslow Rd., Didsbury, Manchester, 20, Tel. Did. 3446-5340. Spares in stock. (10422)
WIMBUSH & Co., Ltd., Headford Place, S.W.1 offer complete service and spares for Bradford and Javelins.—Service, Sloane 0151. Sale, Abbey 6896. (10167)

JOWETT Javelin and Bradford commercial vehicles—fast stock of spare-parts—trained personnel.—Eastern Motor Co., Ltd., 52, George St., Edinburg. 2.

JOWETT
RED CIRCLE, Ltd.—Main agents for Jowett Javelin and Bradford commercial, spares, sales and service.—Saxons Arms, Great Cambridge Rd., Tottenham, N.17. Tottenham 1906 7553. (10504)

KAISER FRAZER
KAISER FRAZER concessionaires for Great Britain, sales and service, applications invited from Carpe Diplomatique and American service personnel for supply of Kaiser automobiles including new Henry J. as direct imports from U.S.A.—Steele Griffiths, Ltd., Camberwell Green, London, S.E.5. Rodney 2301. (10329)

LAGONDA
HAROLD RADFORD & Co., Ltd.,
 OFFICIALLY appointed Lagonda retailers.

SALES and service at Melton Court, South Kensington, London, S.W.7. Kensington 6642 (5 lines). (10263)

LEA-FRANCOIS
CARDIFF, Glamorganhire distributors for Lea-Francois cars.—Enquiries invited to—LANFIELD LAWRENCE, 2-10, City Rd., Cardiff. Tel. 5751. (10556)
WEST Yorkshire distributors of Lea-Francois cars.—Marshall's (Hudders) Ltd., Kings Cross Rd., Hudders. Tel. 5044. (10470)
C. ALEXANDER, Ltd., main distributors in the North for the Lea-Francois products.—190, Deansgate, Manchester. Tel. Deansgate 4795. (10445)
LEA-FRANCOIS—Birmingham and Midlands districts.—Henry Garner, Ltd., Showrooms, 211, High St., Derwent. 12 Works 120 Alcester Rd., Moseley. 13. (10351)

LYOUD
LYOUD—For earliest delivery and expert service.—Westcombe Motors, Ltd., 10, Westcombe Rd., Winchester. Distributors for Hampshire. Tel. 4174. (10114)
LYOUD distributors for the West Riding of Yorkshire. The Headingley Motor Engineering Co., Ltd., 6, Otley Rd., Leeds. 6 Tel. Leeds 5287-8. Wire "Truble." Leeds. (10521)

MORGAN
CONWAY MOTORS—Morgan distributors for the S.W.4.—301, Goldhawk Rd., W.12. (10247)
MORGAN Ltd., 161, Portland St., W.1. Langham accepted.—161, Portland St., W.1. Langham 773. (10563)

MORGAN 4/4—Book now for earliest delivery, full specification on request.—Motorsists (London), Ltd., Distributing Agents, 10, North Rd., East Berks Station, N.2. Tudor 2301-2. (10155)

MORRIS
SURREY MOTORS, Ltd., High St., Sutton.—Morris main dealers, Sutton and district; spares and service.—Tel. Vig. 4444. (15694)

NASH
NASH cars spares and repairs through Nash Concessionaires, Ltd. only.—Nash St., Albany St., N.W.1. Euston 5550-9. (10563)

OLDSMOBILE
DISTRIBUTORS (LAWRENCE), Ltd.—Sales, Service and Spares.—Brimley Heath Garage, nr. Lingfield, Surrey. Tel. Lingfield 350-1. (10602)
OLDSMOBILE main dealers for London, Midlands, Essex and adjoining counties.—Les Garages, Ltd., 2, Lexington St., W.1. (Oxford 9620). Spares Centre: Kensington Place, Camden Hill Rd., W.8. (Bays 8611). (10257)

OPEL
LANCASHIRE and Cheshire distributors for Opel sales and service and spares.
GROSVENOR GARAGE, Burnage Lane, Manchester. 19, Rus. 2874-5. (10199)

PEUGEOT
TOM KNOWLES, sole Peugeot concessionaires (O. Britain), 19, Brick, Piccadilly W.1. May 5343.

PONTIAC
PONTIAC—U.S. Concessionaires, Ltd., Pontiac Works, 5, Jubilee Place, Chelsea, S.W.3. Faxman 7752-4. Also at Pontiac Works, Verbanck Rd., Ascot, Berks. (10257)

RENAULT—Distributors for Birmingham.—Henry Garner, Ltd., Showrooms, 221, High St., Derwent. 12. Works: 120, Alcester Rd., Moseley. 13. (10003)

RILEY
RILEY distributors Wembley and district.—Your enquiries invited.—Montrose Motors, Wembley 2636.

ROLLS-ROYCE
CAR MART, Ltd.,
 OFFICIAL retailers, will be pleased to accept orders for future delivery.
ROLLS-ROYCE Silver Wraith touring limousine, coachwork by Messrs. Hooper & Co., finished cream and black.
ROLLS-ROYCE Silver Wraith touring limousine, coachwork by H. J. Mulliner & Co., Ltd., finished black.
CAR MART, Ltd., 150, Park Lane, W.1. Grosvenor 3434. (10712)
DAVID ROSENFIELD, Ltd.,
 OFFICIAL Rolls-Royce and Bentley retailers.

SHOWROOMS: 78, Deansgate, Manchester.
PHONE Blackfriars 4942
 SERVICE station, Cheetham Hill Rd.

MANCHESTER, 8 Tel. Blackfriars 2502. (10561)
ROSE, Ltd., Northampton.
 OFFICIAL Rolls-Royce retailers.

SHOWROOMS and service.
AREFAIR, Northampton. Tel. 4540. (10520)

JACK OLDING of Mayfair, the official retailers will be pleased to quote delivery of new and used Rolls-Royce and Bentley cars on application.—Audley House, North Audley St., W.1. Mayfair 5242. (10517)
DIPPON BROS., Ltd., the largest Rolls-Royce and Bentley distributors offer early delivery of Rolls-Royce and Bentley cars fitted with special coachwork. Rolls-Royce specialists since 1925.—Rippon Bros. 1, Roper-street, E.C.4. (10249)

ROVER
 COME to the pre-war specialists for anything Rover.
ORDON MOTORS, Ltd., Barnet, Herts. Tel. Barnet 4100. (10580)
NORTHAMPTONSHIRE and North Bucks.—Grove, Ltd., River distributors and parts service.—Warrfair, Northampton. Tel. 4540. (10001)

NEW CARS FOR SALE

ROVER

HENLYS, England's Leading Motor Agents.
ROVER distributors.
ROVER House, Piccadilly, W.1. (Grosvenor 2917)
ONLY House 345 Fuston Rd., N.W.1. Euston 4454
ROOMS & BONE (GUILDFORD), Ltd., for Rover sales and service.
MAIN agents for South-West Surrey, 442, Catherine's Garage, Guildford GU2 9-9 (1945)
ROSENFIELD for Rover, distributors for Lancashire and Cheshire, D. Rosenfield, Ltd., 76, Deansgate, Manchester, Tel. Deansgate 5455. (1950)
McMOUTH, G. Devon, E. Cornwall—R. Hume & Co. Rover distributors, service and spares specialists. Alexandra Rd., Plymouth. Tel. 5055 (1950)

SINGER

SINGER—Birmingham and Midlands distributors.
Henry Garner, Ltd., Shortwood, 221, High St., Dordrecht, 16, works, Alderley Rd., Macclesfield, 11-12
SINGER, O. W. Lawrence (Motors), Ltd., Aylesbury Bucks, distributors for Mid and North Bucks and part of Here, spares and service—Aylesbury 346. (1946)

SINGER

MANCHESTER, South Lancashire, North Cheshire, specialised sales, service and spares for all models. Parkers Ltd., Distributors, Bradshawgate, Bolton, Tel. 4300. Deansgate Manchester, Deansgate 4507. (1950)

STANDARD

STANDARD and Triumph distributors for Croydon, Purley, Caterham, Epsom, Mitcham and Beckenham areas.
CARS AUTO SALES, Ltd., Standard House, South Street, Croydon, Tel. Croydon 8089-9. (1950)
K. J. MOTORS, Ltd.—Standard & Triumph distributors for S.W. Kent, 137-149, Widmore Rd., Bromley, Kent. Rav. 5456-7-8-9. (1950)
STANDARD and Triumph distributors in Surrey since 1911. Langkett Engineering Co., Ltd., 29-48, Eden St., Kingston, Tel. Kingston 8151-4. (1940)

STUDEBAKER

STUDEBAKER DISTRIBUTORS, Ltd., 385, Euston Rd., N.W.1. Euston 4444—spares for all models. Hawley Cars, Camden Town, Cui 4141. (1940)

BARNET area—Sunbeam-Talbot main dealers—Hodgkiss Green Garages, Ltd., 202-4, High St., Barnet 0332. (1941)

TRIUMPH

METROPOLIS GARAGES, Ltd., the Triumph agents, for sales, service and spare parts for all models. 1/31, Macle Rd. (Olympia) W.14. Rhe 5385-6-7. (1950)

VAUXHALL

VAUXHALL cars—Gshaw & Kilburn, Ltd., Eborac 1000—4-6, Berkeley Sq., W.1. Grosvenor 4328.

PARTS and service: Western Ave. W.3. Acorn 4641. (1919)

K. J. MOTORS, Ltd.—Vauxhall-Bentley main dealers. Repairs and repair specialists—137-149, Widmore Rd., Bromley Kent. Rav. 5456-7-8-9. (1951)

MISCELLANEOUS CARS

NEW deliveries occur, small saloons used occasionally available—Coventry Motor Mart, Coventry. Tel. 5377. (1950)

AL particulars of the new Humber, Hillman and Sunbeam-Talbot cars are available from the distributors. Rootes Ltd., Devonshire House, Piccadilly, W.1. Grosvenor 8421. (1951)

MARSTON MOTOR CO. for new Jaguar, Standard, Armstrong, Siddeley, Triumphs, Rover and H.R.O.s. full sales and service facilities, hire purchase and insurance arranged immediately—Call, phone or write, Marston Motor Co., Ltd., Seven Sisters Rd., Tottenham, N.15. Tel. Sea 4300. (1951)

MISCELLANEOUS ADVERTISEMENTS

CARS FOR HIRE

WIMBLEDON CAR HIRE
SELF-DRIVE specialists for dependable Austins from 10/- a day—Mansel Rd., S.W.19. Wimbledon 3634. (1950) We never close.
DRIVE yourself—£35 monthly—Hamstead Bros., Bristol Road Garage, Gloucester, Tel. 20555 10449
WAGON for hire, 1192, 1193, 1194, 1195, 1196, 1197, 1198, 1199, 1200, 1201, 1202, 1203, 1204, 1205, 1206, 1207, 1208, 1209, 1210, 1211, 1212, 1213, 1214, 1215, 1216, 1217, 1218, 1219, 1220, 1221, 1222, 1223, 1224, 1225, 1226, 1227, 1228, 1229, 1230, 1231, 1232, 1233, 1234, 1235, 1236, 1237, 1238, 1239, 1240, 1241, 1242, 1243, 1244, 1245, 1246, 1247, 1248, 1249, 1250, 1251, 1252, 1253, 1254, 1255, 1256, 1257, 1258, 1259, 1260, 1261, 1262, 1263, 1264, 1265, 1266, 1267, 1268, 1269, 1270, 1271, 1272, 1273, 1274, 1275, 1276, 1277, 1278, 1279, 1280, 1281, 1282, 1283, 1284, 1285, 1286, 1287, 1288, 1289, 1290, 1291, 1292, 1293, 1294, 1295, 1296, 1297, 1298, 1299, 1300, 1301, 1302, 1303, 1304, 1305, 1306, 1307, 1308, 1309, 1310, 1311, 1312, 1313, 1314, 1315, 1316, 1317, 1318, 1319, 1320, 1321, 1322, 1323, 1324, 1325, 1326, 1327, 1328, 1329, 1330, 1331, 1332, 1333, 1334, 1335, 1336, 1337, 1338, 1339, 1340, 1341, 1342, 1343, 1344, 1345, 1346, 1347, 1348, 1349, 1350, 1351, 1352, 1353, 1354, 1355, 1356, 1357, 1358, 1359, 1360, 1361, 1362, 1363, 1364, 1365, 1366, 1367, 1368, 1369, 1370, 1371, 1372, 1373, 1374, 1375, 1376, 1377, 1378, 1379, 1380, 1381, 1382, 1383, 1384, 1385, 1386, 1387, 1388, 1389, 1390, 1391, 1392, 1393, 1394, 1395, 1396, 1397, 1398, 1399, 1400, 1401, 1402, 1403, 1404, 1405, 1406, 1407, 1408, 1409, 1410, 1411, 1412, 1413, 1414, 1415, 1416, 1417, 1418, 1419, 1420, 1421, 1422, 1423, 1424, 1425, 1426, 1427, 1428, 1429, 1430, 1431, 1432, 1433, 1434, 1435, 1436, 1437, 1438, 1439, 1440, 1441, 1442, 1443, 1444, 1445, 1446, 1447, 1448, 1449, 1450, 1451, 1452, 1453, 1454, 1455, 1456, 1457, 1458, 1459, 1460, 1461, 1462, 1463, 1464, 1465, 1466, 1467, 1468, 1469, 1470, 1471, 1472, 1473, 1474, 1475, 1476, 1477, 1478, 1479, 1480, 1481, 1482, 1483, 1484, 1485, 1486, 1487, 1488, 1489, 1490, 1491, 1492, 1493, 1494, 1495, 1496, 1497, 1498, 1499, 1500, 1501, 1502, 1503, 1504, 1505, 1506, 1507, 1508, 1509, 1510, 1511, 1512, 1513, 1514, 1515, 1516, 1517, 1518, 1519, 1520, 1521, 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1688, 1689, 1690, 1691, 1692, 1693, 1694, 1695, 1696, 1697, 1698, 1699, 1700, 1701, 1702, 1703, 1704, 1705, 1706, 1707, 1708, 1709, 1710, 1711, 1712, 1713, 1714, 1715, 1716, 1717, 1718, 1719, 1720, 1721, 1722, 1723, 1724, 1725, 1726, 1727, 1728, 1729, 1730, 1731, 1732, 1733, 1734, 1735, 1736, 1737, 1738, 1739, 1740, 1741, 1742, 1743, 1744, 1745, 1746, 1747, 1748, 1749, 1750, 1751, 1752, 1753, 1754, 1755, 1756, 1757, 1758, 1759, 1760, 1761, 1762, 1763, 1764, 1765, 1766, 1767, 1768, 1769, 1770, 1771, 1772, 1773, 1774, 1775, 1776, 1777, 1778, 1779, 1780, 1781, 1782, 1783, 1784, 1785, 1786, 1787, 1788, 1789, 1790, 1791, 1792, 1793, 1794, 1795, 1796, 1797, 1798, 1799, 1800, 1801, 1802, 1803, 1804, 1805, 1806, 1807, 1808, 1809, 1810, 1811, 1812, 1813, 1814, 1815, 1816, 1817, 1818, 1819, 1820, 1821, 1822, 1823, 1824, 1825, 1826, 1827, 1828, 1829, 1830, 1831, 1832, 1833, 1834, 1835, 1836, 1837, 1838, 1839, 1840, 1841, 1842, 1843, 1844, 1845, 1846, 1847, 1848, 1849, 1850, 1851, 1852, 1853, 1854, 1855, 1856, 1857, 1858, 1859, 1860, 1861, 1862, 1863, 1864, 1865, 1866, 1867, 1868, 1869, 1870, 1871, 1872, 1873, 1874, 1875, 1876, 1877, 1878, 1879, 1880, 1881, 1882, 1883, 1884, 1885, 1886, 1887, 1888, 1889, 1890, 1891, 1892, 1893, 1894, 1895, 1896, 1897, 1898, 1899, 1900, 1901, 1902, 1903, 1904, 1905, 1906, 1907, 1908, 1909, 1910, 1911, 1912, 1913, 1914, 1915, 1916, 1917, 1918, 1919, 1920, 1921, 1922, 1923, 1924, 1925, 1926, 1927, 1928, 1929, 1930, 1931, 1932, 1933, 1934, 1935, 1936, 1937, 1938, 1939, 1940, 1941, 1942, 1943, 1944, 1945, 1946, 1947, 1948, 1949, 1950, 1951, 1952, 1953, 1954, 1955, 1956, 1957, 1958, 1959, 1960, 1961, 1962, 1963, 1964, 1965, 1966, 1967, 1968, 1969, 1970, 1971, 1972, 1973, 1974, 1975, 1976, 1977, 1978, 1979, 1980, 1981, 1982, 1983, 1984, 1985, 1986, 1987, 1988, 1989, 1990, 1991, 1992, 1993, 1994, 1995, 1996, 1997, 1998, 1999, 2000, 2001, 2002, 2003, 2004, 2005, 2006, 2007, 2008, 2009, 2010, 2011, 2012, 2013, 2014, 2015, 2016, 2017, 2018, 2019, 2020, 2021, 2022, 2023, 2024, 2025, 2026, 2027, 2028, 2029, 2030, 2031, 2032, 2033, 2034, 2035, 2036, 2037, 2038, 2039, 2040, 2041, 2042, 2043, 2044, 2045, 2046, 2047, 2048, 2049, 2050, 2051, 2052, 2053, 2054, 2055, 2056, 2057, 2058, 2059, 2060, 2061, 2062, 2063, 2064, 2065, 2066, 2067, 2068, 2069, 2070, 2071, 2072, 2073, 2074, 2075, 2076, 2077, 2078, 2079, 2080, 2081, 2082, 2083, 2084, 2085, 2086, 2087, 2088, 2089, 2090, 2091, 2092, 2093, 2094, 2095, 2096, 2097, 2098, 2099, 2100, 2101, 2102, 2103, 2104, 2105, 2106, 2107, 2108, 2109, 2110, 2111, 2112, 2113, 2114, 2115, 2116, 2117, 2118, 2119, 2120, 2121, 2122, 2123, 2124, 2125, 2126, 2127, 2128, 2129, 2130, 2131, 2132, 2133, 2134, 2135, 2136, 2137, 2138, 2139, 2140, 2141, 2142, 2143, 2144, 2145, 2146, 2147, 2148, 2149, 2150, 2151, 2152, 2153, 2154, 2155, 2156, 2157, 2158, 2159, 2160, 2161, 2162, 2163, 2164, 2165, 2166, 2167, 2168, 2169, 2170, 2171, 2172, 2173, 2174, 2175, 2176, 2177, 2178, 2179, 2180, 2181, 2182, 2183, 2184, 2185, 2186, 2187, 2188, 2189, 2190, 2191, 2192, 2193, 2194, 2195, 2196, 2197, 2198, 2199, 2200, 2201, 2202, 2203, 2204, 2205, 2206, 2207, 2208, 2209, 2210, 2211, 2212, 2213, 2214, 2215, 2216, 2217, 2218, 2219, 2220, 2221, 2222, 2223, 2224, 2225, 2226, 2227, 2228, 2229, 2230, 2231, 2232, 2233, 2234, 2235, 2236, 2237, 2238, 2239, 2240, 2241, 2242, 2243, 2244, 2245, 2246, 2247, 2248, 2249, 2250, 2251, 2252, 2253, 2254, 2255, 2256, 2257, 2258, 2259, 2260, 2261, 2262, 2263, 2264, 2265, 2266, 2267, 2268, 2269, 2270, 2271, 2272, 2273, 2274, 2275, 2276, 2277, 2278, 2279, 2280, 2281, 2282, 2283, 2284, 2285, 2286, 2287, 2288, 2289, 2290, 2291, 2292, 2293, 2294, 2295, 2296, 2297, 2298, 2299, 2300, 2301, 2302, 2303, 2304, 2305, 2306, 2307, 2308, 2309, 2310, 2311, 2312, 2313, 2314, 2315, 2316, 2317, 2318, 2319, 2320, 2321, 2322, 2323, 2324, 2325, 2326, 2327, 2328, 2329, 2330, 2331, 2332, 2333, 2334, 2335, 2336, 2337, 2338, 2339, 2340, 2341, 2342, 2343, 2344, 2345, 2346, 2347, 2348, 2349, 2350, 2351, 2352, 2353, 2354, 2355, 2356, 2357, 2358, 2359, 2360, 2361, 2362, 2363, 2364, 2365, 2366, 2367, 2368, 2369, 2370, 2371, 2372, 2373, 2374, 2375, 2376, 2377, 2378, 2379, 2380, 2381, 2382, 2383, 2384, 2385, 2386, 2387, 2388, 2389, 2390, 2391, 2392, 2393, 2394, 2395, 2396, 2397, 2398, 2399, 2400, 2401, 2402, 2403, 2404, 2405, 2406, 2407, 2408, 2409, 2410, 2411, 2412, 2413, 2414, 2415, 2416, 2417, 2418, 2419, 2420, 2421, 2422, 2423, 2424, 2425, 2426, 2427, 2428, 2429, 2430, 2431, 2432, 2433, 2434, 2435, 2436, 2437, 2438, 2439, 2440, 2441, 2442, 2443, 2444, 2445, 2446, 2447, 2448, 2449, 2450, 2451, 2452, 2453, 2454, 2455, 2456, 2457, 2458, 2459, 2460, 2461, 2462, 2463, 2464, 2465, 2466, 2467, 2468, 2469, 2470, 2471, 2472, 2473, 2474, 2475, 2476, 2477, 2478, 2479, 2480, 2481, 2482, 2483, 2484, 2485, 2486, 2487, 2488, 2489, 2490, 2491, 2492, 2493, 2494, 2495, 2496, 2497, 2498, 2499, 2500, 2501, 2502, 2503, 2504, 2505, 2506, 2507, 2508, 2509, 2510, 2511, 2512, 2513, 2514, 2515, 2516, 2517, 2518, 2519, 2520, 2521, 2522, 2523, 2524, 2525, 2526, 2527, 2528, 2529, 2530, 2531, 2532, 2533, 2534, 2535, 2536, 2537, 2538, 2539, 2540, 2541, 2542, 2543, 2544, 2545, 2546, 2547, 2548, 2549, 2550, 2551, 2552, 2553, 2554, 2555, 2556, 2557, 2558, 2559, 2560, 2561, 2562, 2563, 2564, 2565, 2566, 2567, 2568, 2569, 2570, 2571, 2572, 2573, 2574, 2575, 2576, 2577, 2578, 2579, 2580, 2581, 2582, 2583, 2584, 2585, 2586, 2587, 2588, 2589, 2590, 2591, 2592, 2593, 2594, 2595, 2596, 2597, 2598, 2599, 2600, 2601, 2602, 2603, 2604, 2605, 2606, 2607, 2608, 2609, 2610, 2611, 2612, 2613, 2614, 2615, 2616, 2617, 2618, 2619, 2620, 2621, 2622, 2623, 2624, 2625, 2626, 2627, 2628, 2629, 2630, 2631, 2632, 2633, 2634, 2635, 2636, 2637, 2638, 2639, 2640, 2641, 2642, 2643, 2644, 2645, 2646, 2647, 2648, 2649, 2650, 2651, 2652, 2653, 2654, 2655, 2656, 2657, 2658, 2659, 2660, 2661, 2662, 2663, 2664, 2665, 2666, 2667, 2668, 2669, 2670, 2671, 2672, 2673, 2674, 2675, 2676, 2677, 2678, 2679, 2680, 2681, 2682, 2683, 2684, 2685, 2686, 2687, 2688, 2689, 2690, 2691, 2692, 2693, 2694, 2695, 2696, 2697, 2698, 2699, 2700, 2701, 2702, 2703, 2704, 2705, 2706, 2707, 2708, 2709, 2710, 2711, 2712, 2713, 2714, 2715, 2716, 2717, 2718, 2719, 2720, 2721, 2722, 2723, 2724, 2725, 2726, 2727, 2728, 2729, 2730, 2731, 2732, 2733, 2734, 2735, 2736, 2737, 2738, 2739, 2740, 2741, 2742, 2743, 2744, 2745, 2746, 2747, 2748, 2749, 2750, 2751, 2752, 2753, 2754, 2755, 2756, 2757, 2758, 2759, 2760, 2761, 2762, 2763, 2764, 2765, 2766, 2767, 2768, 2769, 2770, 2771, 2772, 2773, 2774, 2775, 2776, 2777, 2778, 2779, 2780, 2781, 2782, 2783, 2784, 2785, 2786, 2787, 2788, 2789, 2790, 2791, 2792, 2793, 2794, 2795, 2796, 2797, 2798, 2799, 2800, 2801, 2802, 2803, 2804, 2805, 2806, 2807, 2808, 2809, 2810, 2811, 2812, 2813, 2814, 2815, 2816, 2817, 2818, 2819, 2820, 2821, 2822, 2823, 2824, 2825, 2826, 2827, 2828, 2829, 2830, 2831, 2832, 2833, 2834, 2835, 2836, 2837, 2838, 2839, 2840, 2841, 2842, 2843, 2844, 2845, 2846, 2847, 2848, 2849, 2850, 2851, 2852, 2853, 2854, 2855, 2856, 2857, 2858, 2859, 2860, 2861, 2862, 2863, 2864, 2865, 2866, 2867, 2868, 2869, 2870, 2871, 2872, 2873, 2874, 28

PARTS AND ACCESSORIES, REPAIRERS, ETC.

GEAR AND STEERING BOXES
GEAR BOXES H. & A. Engineering, 35, Great Rd., Addiscombe, Tel. Add. 2531. (1950)

FORD 8-10HP gear boxes £12.10 each. J. J. Motors, Rutland House, The Drive, Rayleigh, Essex. (1951)

PART-SELECTOR gear boxes as fitted to Daimler, Alvis, strong Sidelley, Riley cars, etc. repairs and adjustments—Arcot Motors Ltd. 169, Fulham Rd., S.W.3. Requisition 7501. (1951)

17-18 steering axis Ford ship, Hillman Minx, 10-16, Singer, 12-16, Standard, 21-24, all types stocked (steering boxes recommended)—Wilsons' Motors Ltd., 18, Bulfinch Hill, S.W.12. Battersea 5300. (1944)

STEERING BOXES recommended or expanded, from £3.10, nuts also fitted with immovable steel bush. Ryle 17-18, Hillman 21-24, Standard and Singer 22-24, any nut made to pattern—Parker Garage Ltd., 10, Blandford Rd., S.W.3. (1950)

RECONDITIONED gear boxes offered on our exchange plan for practically all makes of cars, tested before despatch, stock models: Ford, Morris, Austin, Standard, Vauxhall and Bedford range; in cases where no service unit is available, we specially recommend or repair your gear box; send it to us for free estimate.

TRIANON, Aerodrome Rd., Walford Way, Hendon, N.W.4. Hendon 7605-6. (1949)

HOODS, CELLULOSE, ETC.
RONALD KENT (COACHBUILDERS) Ltd. 30, 32, 34, 36, 38, 40, 42, 44, 46, 48, 50, 52, 54, 56, 58, 60, 62, 64, 66, 68, 70, 72, 74, 76, 78, 80, 82, 84, 86, 88, 90, 92, 94, 96, 98, 100, 102, 104, 106, 108, 110, 112, 114, 116, 118, 120, 122, 124, 126, 128, 130, 132, 134, 136, 138, 140, 142, 144, 146, 148, 150, 152, 154, 156, 158, 160, 162, 164, 166, 168, 170, 172, 174, 176, 178, 180, 182, 184, 186, 188, 190, 192, 194, 196, 198, 200, 202, 204, 206, 208, 210, 212, 214, 216, 218, 220, 222, 224, 226, 228, 230, 232, 234, 236, 238, 240, 242, 244, 246, 248, 250, 252, 254, 256, 258, 260, 262, 264, 266, 268, 270, 272, 274, 276, 278, 280, 282, 284, 286, 288, 290, 292, 294, 296, 298, 300, 302, 304, 306, 308, 310, 312, 314, 316, 318, 320, 322, 324, 326, 328, 330, 332, 334, 336, 338, 340, 342, 344, 346, 348, 350, 352, 354, 356, 358, 360, 362, 364, 366, 368, 370, 372, 374, 376, 378, 380, 382, 384, 386, 388, 390, 392, 394, 396, 398, 400, 402, 404, 406, 408, 410, 412, 414, 416, 418, 420, 422, 424, 426, 428, 430, 432, 434, 436, 438, 440, 442, 444, 446, 448, 450, 452, 454, 456, 458, 460, 462, 464, 466, 468, 470, 472, 474, 476, 478, 480, 482, 484, 486, 488, 490, 492, 494, 496, 498, 500, 502, 504, 506, 508, 510, 512, 514, 516, 518, 520, 522, 524, 526, 528, 530, 532, 534, 536, 538, 540, 542, 544, 546, 548, 550, 552, 554, 556, 558, 560, 562, 564, 566, 568, 570, 572, 574, 576, 578, 580, 582, 584, 586, 588, 590, 592, 594, 596, 598, 600, 602, 604, 606, 608, 610, 612, 614, 616, 618, 620, 622, 624, 626, 628, 630, 632, 634, 636, 638, 640, 642, 644, 646, 648, 650, 652, 654, 656, 658, 660, 662, 664, 666, 668, 670, 672, 674, 676, 678, 680, 682, 684, 686, 688, 690, 692, 694, 696, 698, 700, 702, 704, 706, 708, 710, 712, 714, 716, 718, 720, 722, 724, 726, 728, 730, 732, 734, 736, 738, 740, 742, 744, 746, 748, 750, 752, 754, 756, 758, 760, 762, 764, 766, 768, 770, 772, 774, 776, 778, 780, 782, 784, 786, 788, 790, 792, 794, 796, 798, 800, 802, 804, 806, 808, 810, 812, 814, 816, 818, 820, 822, 824, 826, 828, 830, 832, 834, 836, 838, 840, 842, 844, 846, 848, 850, 852, 854, 856, 858, 860, 862, 864, 866, 868, 870, 872, 874, 876, 878, 880, 882, 884, 886, 888, 890, 892, 894, 896, 898, 900, 902, 904, 906, 908, 910, 912, 914, 916, 918, 920, 922, 924, 926, 928, 930, 932, 934, 936, 938, 940, 942, 944, 946, 948, 950, 952, 954, 956, 958, 960, 962, 964, 966, 968, 970, 972, 974, 976, 978, 980, 982, 984, 986, 988, 990, 992, 994, 996, 998, 1000. (1950)

SPRAY painting, welding, car body repairs—F. A. Woods and all metal trimming work—R. A. Wood, Coach Trimmers, 13, Pratt Meads, Camden High St., N.W.1. Tel. Euston 1065. (1952)

CROYDON, Wellington Garage, Wellesley Court Rd., Croydon, Surrey. Tel. Croydon 4555. (1953)

CELLULOSE paint, engine overhaul and repairs—Tel. Croydon 4555. (1953)

FREEMAN Bros., 18, 20, 22, 24, 26, 28, 30, 32, 34, 36, 38, 40, 42, 44, 46, 48, 50, 52, 54, 56, 58, 60, 62, 64, 66, 68, 70, 72, 74, 76, 78, 80, 82, 84, 86, 88, 90, 92, 94, 96, 98, 100, 102, 104, 106, 108, 110, 112, 114, 116, 118, 120, 122, 124, 126, 128, 130, 132, 134, 136, 138, 140, 142, 144, 146, 148, 150, 152, 154, 156, 158, 160, 162, 164, 166, 168, 170, 172, 174, 176, 178, 180, 182, 184, 186, 188, 190, 192, 194, 196, 198, 200, 202, 204, 206, 208, 210, 212, 214, 216, 218, 220, 222, 224, 226, 228, 230, 232, 234, 236, 238, 240, 242, 244, 246, 248, 250, 252, 254, 256, 258, 260, 262, 264, 266, 268, 270, 272, 274, 276, 278, 280, 282, 284, 286, 288, 290, 292, 294, 296, 298, 300, 302, 304, 306, 308, 310, 312, 314, 316, 318, 320, 322, 324, 326, 328, 330, 332, 334, 336, 338, 340, 342, 344, 346, 348, 350, 352, 354, 356, 358, 360, 362, 364, 366, 368, 370, 372, 374, 376, 378, 380, 382, 384, 386, 388, 390, 392, 394, 396, 398, 400, 402, 404, 406, 408, 410, 412, 414, 416, 418, 420, 422, 424, 426, 428, 430, 432, 434, 436, 438, 440, 442, 444, 446, 448, 450, 452, 454, 456, 458, 460, 462, 464, 466, 468, 470, 472, 474, 476, 478, 480, 482, 484, 486, 488, 490, 492, 494, 496, 498, 500, 502, 504, 506, 508, 510, 512, 514, 516, 518, 520, 522, 524, 526, 528, 530, 532, 534, 536, 538, 540, 542, 544, 546, 548, 550, 552, 554, 556, 558, 560, 562, 564, 566, 568, 570, 572, 574, 576, 578, 580, 582, 584, 586, 588, 590, 592, 594, 596, 598, 600, 602, 604, 606, 608, 610, 612, 614, 616, 618, 620, 622, 624, 626, 628, 630, 632, 634, 636, 638, 640, 642, 644, 646, 648, 650, 652, 654, 656, 658, 660, 662, 664, 666, 668, 670, 672, 674, 676, 678, 680, 682, 684, 686, 688, 690, 692, 694, 696, 698, 700, 702, 704, 706, 708, 710, 712, 714, 716, 718, 720, 722, 724, 726, 728, 730, 732, 734, 736, 738, 740, 742, 744, 746, 748, 750, 752, 754, 756, 758, 760, 762, 764, 766, 768, 770, 772, 774, 776, 778, 780, 782, 784, 786, 788, 790, 792, 794, 796, 798, 800, 802, 804, 806, 808, 810, 812, 814, 816, 818, 820, 822, 824, 826, 828, 830, 832, 834, 836, 838, 840, 842, 844, 846, 848, 850, 852, 854, 856, 858, 860, 862, 864, 866, 868, 870, 872, 874, 876, 878, 880, 882, 884, 886, 888, 890, 892, 894, 896, 898, 900, 902, 904, 906, 908, 910, 912, 914, 916, 918, 920, 922, 924, 926, 928, 930, 932, 934, 936, 938, 940, 942, 944, 946, 948, 950, 952, 954, 956, 958, 960, 962, 964, 966, 968, 970, 972, 974, 976, 978, 980, 982, 984, 986, 988, 990, 992, 994, 996, 998, 1000. (1950)

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CROYDON, Wellington Garage, Wellesley Court Rd., Croydon, Surrey. Tel. Croydon 4555. (1953)

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FREEMAN Bros., 18, 20, 22, 24, 26, 28, 30, 32, 34, 36, 38, 40, 42, 44, 46, 48, 50, 52, 54, 56, 58, 60, 62, 64, 66, 68, 70, 72, 74, 76, 78, 80, 82, 84, 86, 88, 90, 92, 94, 96, 98, 100, 102, 104, 106, 108, 110, 112, 114, 116, 118, 120, 122, 124, 126, 128, 130, 132, 134, 136, 138, 140, 142, 144, 146, 148, 150, 152, 154, 156, 158, 160, 162, 164, 166, 168, 170, 172, 174, 176, 178, 180, 182, 184, 186, 188, 190, 192, 194, 196, 198, 200, 202, 204, 206, 208, 210, 212, 214, 216, 218, 220, 222, 224, 226, 228, 230, 232, 234, 236, 238, 240, 242, 244, 246, 248, 250, 252, 254, 256, 258, 260, 262, 264, 266, 268, 270, 272, 274, 276, 278, 280, 282, 284, 286, 288, 290, 292, 294, 296, 298, 300, 302, 304, 306, 308, 310, 312, 314, 316, 318, 320, 322, 324, 326, 328, 330, 332, 334, 336, 338, 340, 342, 344, 346, 348, 350, 352, 354, 356, 358, 360, 362, 364, 366, 368, 370, 372, 374, 376, 378, 380, 382, 384, 386, 388, 390, 392, 394, 396, 398, 400, 402, 404, 406, 408, 410, 412, 414, 416, 418, 420, 422, 424, 426, 428, 430, 432, 434, 436, 438, 440, 442, 444, 446, 448, 450, 452, 454, 456, 458, 460, 462, 464, 466, 468, 470, 472, 474, 476, 478, 480, 482, 484, 486, 488, 490, 492, 494, 496, 498, 500, 502, 504, 506, 508, 510, 512, 514, 516, 518, 520, 522, 524, 526, 528, 530, 532, 534, 536, 538, 540, 542, 544, 546, 548, 550, 552, 554, 556, 558, 560, 562, 564, 566, 568, 570, 572, 574, 576, 578, 580, 582, 584, 586, 588, 590, 592, 594, 596, 598, 600, 602, 604, 606, 608, 610, 612, 614, 616, 618, 620, 622, 624, 626, 628, 630, 632, 634, 636, 638, 640, 642, 644, 646, 648, 650, 652, 654, 656, 658, 660, 662, 664, 666, 668, 670, 672, 674, 676, 678, 680, 682, 684, 686, 688, 690, 692, 694, 696, 698, 700, 702, 704, 706, 708, 710, 712, 714, 716, 718, 720, 722, 724, 726, 728, 730, 732, 734, 736, 738, 740, 742, 744, 746, 748, 750, 752, 754, 756, 758, 760, 762, 764, 766, 768, 770, 772, 774, 776, 778, 780, 782, 784, 786, 788, 790, 792, 794, 796, 798, 800, 802, 804, 806, 808, 810, 812, 814, 816, 818, 820, 822, 824, 826, 828, 830, 832, 834, 836, 838, 840, 842, 844, 846, 848, 850, 852, 854, 856, 858, 860, 862, 864, 866, 868, 870, 872, 874, 876, 878, 880, 882, 884, 886, 888, 890, 892, 894, 896, 898, 900, 902, 904, 906, 908, 910, 912, 914, 916, 918, 920, 922, 924, 926, 928, 930, 932, 934, 936, 938, 940, 942, 944, 946, 948, 950, 952, 954, 956, 958, 960, 962, 964, 966, 968, 970, 972, 974, 976, 978, 980, 982, 984, 986, 988, 990, 992, 994, 996, 998, 1000. (1950)

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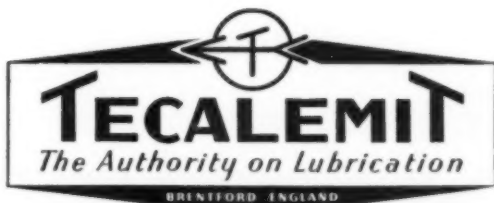
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